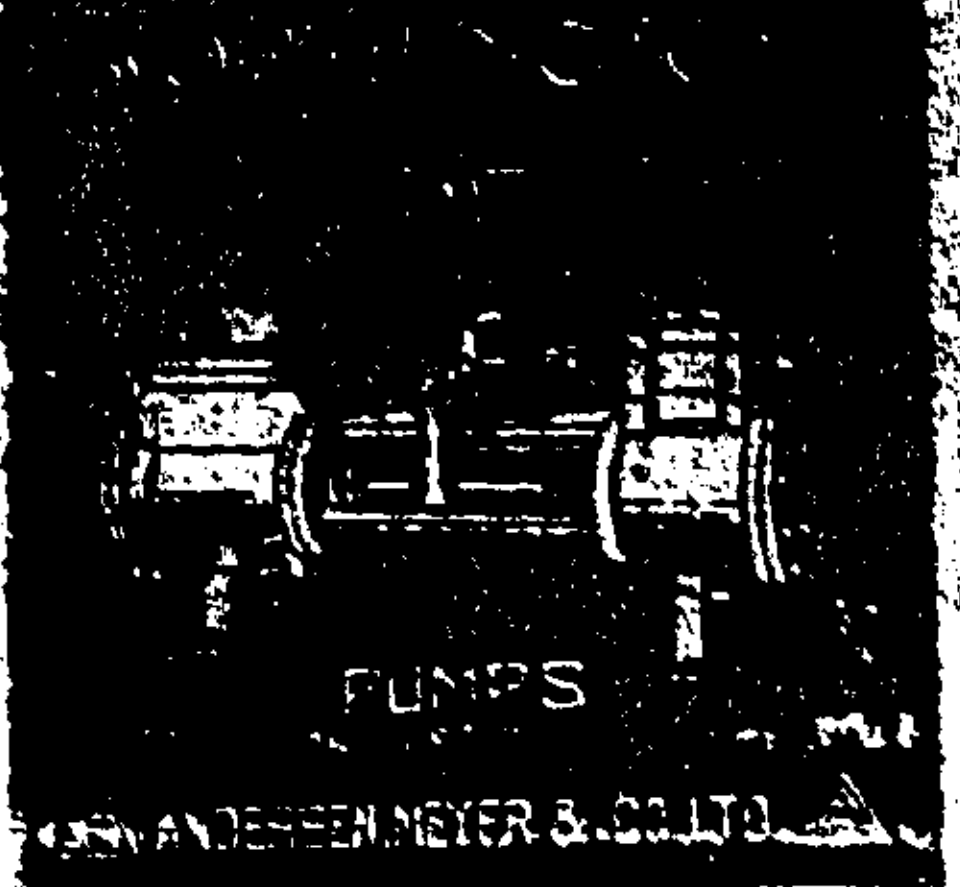


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124 NEW ANNUUM

BRITISH POLICY AT GENOA.

The Premier's Speech.

(Reuter's Service.)

London, April 3.
The House of Commons was crowded and most animated for the Genoa vote of confidence debate. Mr. Asquith was absent owing to a chill.

Mr. Lloyd George made his first appearance in the House since February 28th, and was loudly cheered. In moving the motion "that the House approve the resolution of the Supreme Council at Cannes as the basis of the Genoa conference, and will support the Government in giving effect thereto," he denied the allegation that the Cabinet had revised the terms thereof. On the contrary, the Cabinet accepted the motion in the form he submitted it. (Ministerial cheer.) Dealing with objections to the Cannes resolutions in limiting the scope of the discussions at Genoa, he declared that the Genoa Conference could not properly consider the revision of existing Treaties, even if desirable, or the question of reparations. It would be unfair to ask France to submit to the judgment of Genoa upon a question so vital to her.

Mr. Lloyd George said the impoverishment of Europe and the collapse of international trade, which were especially affecting Britain, necessitated an effort like the Genoa Conference to establish international peace. The question of peace with Russia, whose principles were odious and whose actions were loathsome, must be approached from the standpoint, not of what was happening in Russia, but for the benefit of Europe and the world. Russia must recognize her obligations—(Cheers)—cease attacks on the institutions of other countries and undertake that there should be no aggression against the frontiers of her neighbours. He concluded that a complete change in Russia's attitude on the subject of private property, Lenin in a speech on November 1st, admitted the failure of the Communist system. If this represented the real determination of Russia, then there was a real basis for working out conditions of peace with Russia. If peace could be achieved it must be ratified by the House of Commons, but there would be no full diplomatic representation in Russia until the Powers were satisfied that she was really endeavouring to carry out her undertaking. Meanwhile representation would be by a Charge d'Affaires. He concluded that the Government proposed most serious measures, feeling that the people of England demanded them, Europe needed them and the world was crying for them. (Loud cheers.)

In the course of his speech, Mr. Lloyd George said one of the first things to be attempted at Genoa was the restoration of exchanges. He contended that with our unemployed we were unable to afford delay in action as regards Russia until things had settled down there. Moreover, Germany would be unable to pay her full reparations demand until Russia was restored, but Russia must recognize all the conditions imposed and accepted by civilised communities as a test of her fitness for entering the comity of nations. Russia would be unable to pay immediately; nobody expected her to do so, but she must shoulder her responsibility as France and Britain did. Confiscated property of British nationals must be restored and compensation paid, and impartial tribunals be established. The way some of the more important clauses in the Trade Agreement had been violated was not encouraging. Propaganda and interference in our country and in other countries in which we were interested had not ceased as completely as we had a right to expect. There could be no change of representation or in the extent of the diplomatic recognition of Russia until ratified by the House of Commons. The object of the proposed probationary period before full diplomatic representation would be accorded would be to obtain guarantees in practice that the Russian Government intended not only themselves to honour their obligations but to establish sufficient control over the extremist organisations in their midst, who were now challenging the Soviet Government's new policy.

IRISH REPUBLICANS' EXPLOIT.

Government Munitions Vessel Pirated.

London, April 3.
In the House of Commons, at question-time, Mr. Churchill said that a Government tug had been piratically captured by republicans while proceeding from Haulbowline to Devonport. It contained 400 rifles, 700 revolvers, 39 machine-guns, half-million rounds of rifle ammunition, and a small quantity of explosives.

The vessel was taken to Cork, and the cargo discharged into a hundred commandeered motor-boats. A warship left Queenstown in search and found the local population looting the vessel, the republicans having disappeared (laughter). The fact that such an elaborate conspiracy could be engineered at Cork without the knowledge of the Provisional Government showed that the latter's control of the district was practically non-existent. This was all the more remarkable because public opinion in Cork was overwhelmingly for the Treaty.

The Admiralty would in future furnish naval escorts for maritime transport of arms. Mr. Churchill did not think there was much danger to passenger ships.

More Reprisals in Ulster.

Altogether five civilians, all Catholics, were murdered at their homes in Belfast on Saturday night as a reprisal for the killing of a policeman in the street by a Sinn Féin sniper.

BIG SOCIALIST GATHERING AT BERLIN.

Breeds at Combined Meeting of the "Internationals".

Berlin, April 3.
The conference of the three Socialist Internationals opened in the Reichstag. Messrs. Ramsay MacDonald, Harry Gosling, and Tom Shaw represented Britain. A protest by the Bolsheviks against the presence of Russian Mensheviks threatened a break-up of the conference at the outset, but a decision to hold the sittings in public settled the difficulty.

The Austrian, Adler, explained that the conference aimed not at fusion but at joint action of the three groups on the labour question. After a heated altercation between the Belgian, Vandervelde, and the Bolshevik, Radek, regarding the sincerity of the Bolsheviks, the conference adjourned.

THE LATE EX-EMPEROR KARL.

Solicitude of the Pope and Spanish King.

London, April 4.
King Alfonso is exhibiting much sympathy in connection with the death of the ex-Emperor Karl, and has invoked the Pope's co-operation in an appeal to smother the ex-Empress Zita's lot. His Majesty has offered all the requisite funds, and has ordered the maximum period of Court mourning. The Vatican organ endorses King Alfonso's plea.

HONGKONG BANKRUPT

E. A. Beaumont Arrested in Shanghai.

TO RETURN HERE UNDER POLICE CUSTODY.

(From Our Own Correspondent.)
Shanghai, April 4.

Mr. King, the Magistrate, in the British Police Court, issued a formal order for the return, under police custody, to Hongkong of E. A. Beaumont, a Hongkong bankrupt, who was arrested yesterday.

Two British securities bailed him out for \$500, renewable every day until the boat leaves.

Beaumont, giving evidence, said he had expected to return to Hongkong within three months to settle his affairs.

"CARLISLE" PARTY.

Makes Hit in Shanghai.

(From Our Own Correspondent.)
Shanghai, April 4.

A party of entertainers composed of sailors from H.M.S. Carlisle made a big hit at the Lyceum Theatre, which was crowded.

COLONY'S HEALTH.

Plague and Small-pox.

Plague and small-pox are still prevalent amongst the Chinese in Hongkong. During last week, there were 28 cases of plague notified, all but one in the city of Victoria, of which 14 ended fatally. For the past 48 hours there have been seven more cases reported, of which four ended fatally.

As to small-pox, there were four cases notified last week, of which three were fatal, whilst during the past 48 hours there have been five more occurrences, all fatal.

GOLF CLUB "BOY."

Attacked by Two Men.

News of an attack on the "boy" at the Fanling Golf Club house who remained at duty during the recent strike, reached us this morning.

It appears that last night at 10 o'clock, the "boy" was on his way to the residence of Mr. Kerr, who has charge of the clubhouse, to receive his orders, when he was set upon by two men and badly injured. Apparently he was stabbed, as it was later found that he had a nasty gash on the face.

Three men who attacked him got away, and subsequently Mr. Burlingham, A.S.P., arranged for an ambulance to be sent for, in which the injured "boy" was conveyed to hospital.

It is believed that the attack was carried out as revenge on the "boy" for refusing to go on strike recently.

TO GREET THE PRINCE.

V.R.C. Novelty.

Mr. R. C. Wittell, the enterprising and hard-working hon. secretary of the V.R.C., has arranged a novel form of meeting to the Prince from members of the Club, when His Highness arrives on Thursday morning. All the "four" are to turn out and Mr. Wittell has made arrangements to procure a number of draught-horses, which it is hoped will be taken part in an artistic display at the V.R.C. on Thursday morning, not later than 6.30 o'clock.

NEW YORK'S BANDIT EPIDEMIC.

Banker's House Robbed in Daylight.

New York, April 3.
There is an epidemic of robberies by armed bandits. Four men entered the residence of Mr. Albert Shattuck, a retired banker, in Washington Square during the afternoon, overpowered the servants, tied their hands and locked them in the wine-cellar. They similarly secured the banker and his wife, and obtained fifty thousand dollars' worth of valuables.

The butler managed to free himself and telephoned to the police, but the burglars escaped, except one, on whom twenty thousand dollars' worth of jewellery was found.

MOTOR-RACE OVER MOUNTAINS.

Two Fatalities.

Palermo, April 3.
The thirteenth Targa Florio motor-race of 432 kilometres over mountainous country, which attracted 47 competitors, was won by Masetti, in a Mercedes, in 6h. 50m. 50.2/5 sec. Gozz, with a Ballot car, was second, in 7h. 45.3/5 sec. behind; while Foresti, also with a Ballot car, was third.

The race was most exciting. Nazzaro, driving a Fiat, and the mechanic were killed, while another driver was seriously injured.

LENIN TAKING A REST.

London, April 3.

The Manchester Guardian's Berlin correspondent says Lenin is resting in the country near Moscow, mostly hunting and writing a book. He is attending only to the most urgent State affairs and is expected soon to recover.

NO RUSSIAN MOBILISATION.

London, April 3.

In the House of Commons, in reply to questions, Mr. Chamberlain stated that there was no information available that extensive mobilisation had been planned in Russia for this summer.

THE EAST AFRICAN REVOLT.

Nairobi, April 3.

The trial of the natives concerned in the outbreak mentioned on March 28 resulted in 37 convictions, the sentences ranging from three months' to two years' rigorous imprisonment.

AMERICAN RAILROAD ISSUE OVERSUBSCRIBED.

New York, April 3.

Messrs. J. P. Morgan & Co., announce that the issue of \$60 million ninety-year 5 1/2 per cent. New York Central Railroad bonds at 94 1/2 has been oversubscribed.

DUTCH MILITARY PLANE CRASHES.

Amsterdam, April 3.

A military aeroplane crashed at Helder. An officer was killed, another had a leg broken.

THE "PLANORBIS."

Launched To-day.

The s.s. Planorbis, a fine new steamer built by Hongkong and Whampoa Dock Company to the order of the Anglo-Saxon Petroleum Company, was launched at Kowloon Dock at a quarter past twelve to-day. The ceremony was performed by Mrs. Severn and there was the usual accompaniment of cracker firing and cheering as the vessel slid gracefully down the slips into the water.

Amongst the large gathering present at the launching and in the subsequent reception held following the function, were noticed the Hon. and Mrs. Claud Severn, Mr. M. M. Watson and Mr. H. W. Bell (representing the Anglo-Saxon Petroleum Company), Mr. D. G. M. Bernard (Chairman of the Kowloon and Whampoa Dock Company), Mr. and Mrs. Reid, Professor Middleton-Smith of the Hongkong University, Dr. Forsythe, Colonel Saunders, Mr. George Hoger, Mr. and Mrs. G. M. Dowell and others.

The Planorbis is similar in design to the Paludina which was built at the same dock for the Anglo-Saxon Petroleum Company last year.

The principal dimensions of the Planorbis are as follows:—Length overall, 427 feet; Breadth extreme, 33 ft. 5 in.; Depth moulded, 31 feet; Load draft, 24 ft. 9 in.; Deadweight carrying capacity, 8,400 tons.

The vessel has a straight stem and elliptical stern, with long poop, together with a short bridge and forecastle and has been built on the Isherwood longitudinal system of framing to pass Lloyd's 100 A. 1. Class. The machinery is all.

Accommodation for the navigating officers is provided in houses on the bridge deck, and for the engineers on the poop, each with a separate room, also saloon and engineers' mess room, all fitted out in an artistic style. The petty officers, firemen, seamen and greasers' quarters are situated in the forecastle, and their three mess rooms are in poop near the engine. Both a European and a native galley are supplied.

The Planorbis is subdivided by transverse and longitudinal bulkheads—stiffened longitudinally—into 18 main oil tanks and 10 summer tanks. The pump room is situated amidships between No. 4 and No. 5 tanks.

A dry cargo hold is fitted forward under which is a deep tank for either oil fuel or water ballast. Cross bunkers and side bunkers are constructed oiltight so that they can be used for either coal or fuel. A double bottom is fitted under boilers for oil fuel and under engines for reserve feed water, and both forward and after peaks are arranged for water ballast for trimming purposes. The fresh water is contained in a built-in tank aft in the lower tween decks.

The machinery consists of a steam driven triple expansion engine having cylinders 27 inches, 44 inches, and 73 inches, with a stroke of 48 inches. Steam is supplied by three Scotch boilers of the usual marine type having a working pressure of 180 lbs. per square inch. The boilers are arranged so as to be able to burn either oil or coal as fuel, with Zulver Smith System and Howden System of forced draught. The usual auxiliaries including Weir's feed heater, evaporator, distiller, and oil fuel pump are fitted in engine and boiler rooms. The vessel is capable of maintaining a speed of 11 knots in the loaded condition.

The cargo oil is handled by two large horizontal duplex oil pumps Heyward Tyler type. The pumps are so arranged that they will pump from the sea into any oil compartment, and from any oil compartment into any other oil compartment on opposite sides, also pump from any oil compartment and deliver simultaneously over each side of the vessel and also through the main sea valve. A special oil fuel pump is in the forehold transferring oil fuel in the deep tank forward into the cross bunker aft.

THE JAPANESE ESCORT.

Arrival in Hongkong.

The four Japanese light cruisers Kiso, Ohi, Kuma and Tama, which are to escort the Prince of Wales to Japan, arrived in port this morning, about ten o'clock, under the command of Vice-Admiral Saperu Motomako. Rear-Admiral Katsunobu Yamamoto, who is in charge of the preliminary arrangements in connection with the Prince's visit to Japan, also arrived. The usual salutes were exchanged and there were the customary official calls.

The steamer is equipped with wireless apparatus, powerful steam winches for handling cargo and warping purposes, and steam steering gear with telemotor control, together with steam heating in accommodation, and electric light.

After the launching ceremony, the company present adjourned to the spacious draughtsman's loft, which has been the scene of many such gatherings. The Chairman of the Dock Company (Mr. D. G. M. Bernard) said:—Ladies and Gentlemen, I wish to thank you very much for coming here this morning to witness the launching of the Planorbis. This ship, by the way, is the third of a series of four sister vessels which have been contracted for to the order of the Anglo-Saxon Petroleum Company, and I feel sure will prove a valuable acquisition for her owners. Two of these ships have already been completed, and delivered, and I understand, giving every satisfaction. (Applause.) I wish to thank Mrs. Severn for so kindly coming here and launching the Planorbis and will ask her to accept this small souvenir. (Applause.) I wish now to ask you to join with me in drinking to the health and prosperity of the Planorbis and of her owners, the Anglo-Saxon Petroleum Company.

The Hon. Mr. Claud Severn said that he had been requested by Mrs. Severn to express on her behalf her great pleasure in going there to launch the ship. It was considered by her to be a great honour to have been asked to do so. He also wished to thank the Company for the souvenir which had been so kindly handed to her by Mr. Bernard. She would preserve it as a memento of this happy occasion. He desired further on behalf of those concerned to thank the Dock Company for their kindness in asking them there that day, and offering that hospitality which was always enjoyed on those occasions. He was sure they would all join with him in wishing the Hongkong and Whampoa Dock Company all possible prosperity in the future. Looking round they did not perceive any very large ship on the slips, but they all knew the capacity of the new large slips, and were sure that when it came to building large ships the Company could cope with everything that was required of it. They could only hope that the state of the world in the comparatively near future would be such that much larger ships would be required for carriage of enormous freight, and he felt that was bound to come before long. The present time saw the world suffering perhaps from too much shipping. So far as the indications served to show, these conditions were purely temporary and it could not be long before they were passed and the demand for shipping would again be large. When that time arrived, he was sure that amongst the biggest shipbuilders that would be called upon to perform a large part of the business would be the Hongkong and Whampoa Dock Company. (Applause.) In conclusion, the speaker asked those present to join with him in drinking to the health of the Company.

The Chief Manager of the Dock Company (Mr. B. M. Dyer) suitably responded, and soon after the gathering dispersed.

BILLIARDS CHAMPIONSHIP.

L. J. Osmund Again Reaches the Final.

The first of the semi-finals for the Colony's billiards championship was played at the Victoria Recreation Club last evening, when L. J. Osmund (brother of the holder) repeated his last year's performance in reaching the final. His opponent was Lee Wing-in, who put up a capital game all through. The final scores were: Osmund, 750; Lee, 664.

During the early stages Lee showed to advantage with a break of 44, while Osmund ran up a 38. At the 200 mark the latter had a small lead, which, by the aid of 25 and smaller items, was slightly increased at the 300 stage. A well-played 41 added to his advantage. Lee was playing perseveringly, and though he did not put together any larger break at this time than 22, he drew near to his opponent. Shortly afterwards he showed attractive all-round play in a break of 30, terminated through bad luck in losing the white. This carried him to the front, the score-board showing 415-410.

Osmund, however, speedily regained the lead with the highest break of the evening, 53, a capital effort being ended by failure to down an easy red. The leader reached 500 to 440, and supplemented his score with 25, what time Lee put in a number of small items, but could not get set. Again exceeding the half-century, Osmund reached 650 to 530, a neatly-executed 51 being marked by some sound break-taking. Lee reduced the margin with two or three small breaks, Osmund winning by 55.

Mr. J. Rodger was referee. To-morrow evening the other semi-final will be played, an ex-holder in P. Yvanovich meeting C. Earnshaw.

The final of the competition will be played on the 19th inst., the winner meeting the holder on the 22nd inst.

News in To-day's New Advertisements.

All Messrs. Watson's departments will be closed on Thursday and Friday, but the Hongkong Dispensary will be open for dispensing prescriptions from 10 to 1 and from 6 to 7.30.—Page 4.

The local offices and stations of the Chinese Maritime Customs will be closed on Friday and Saturday.—Page 4.

On April 9th, there will be a medal play competition held at Fanling.—Page 4.

"D.A.J." extends an invitation to friends to patronise his stand at the Prince of Wales' Race Meeting.—Page 4.

The Harbour Master publishes two interesting advertisements regarding arrangements during the Prince's visit.—Page 4.

There is a special novelty dance at the Kowloon Theatre to-night, whilst at the Coronet Constance Talmadge is to be seen in "Wedding Bells."—Pages 4 and 12.

The Futien Bank announce their terms of banking business on page 9.

"The Hope Chest" is the principal film being shown at the World Theatre to-night.—Page 12.

There are special attractions at the Kowloon Theatre dance to-night.—Page 4.

Traffic regulations regarding the ball at the Prince's Pavilion on Friday are given on Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 5 1/2d.

The Weather.

2 p.m. Barometer:—29.76 Temperature:—82° Humidity:—73

Lighting-Up Time.

Lighting-up time to-day 6.29 p.m.

NOTICE.

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HARBOUR REPAIRS
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Sole Agents for
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Motors from 12 H.P. to 50 H.P. now in stock also spare parts.

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Secretary ... K.369.
Harbour Engineers ... K.604.
K.622

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For all kinds of ailments, especially for ship-building and engineering works. Complete stock. Best terms. Immediate delivery.

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SINGON & CO.,

(Established A. D. 1880.)
HONG LUNG T. Phone 315.

When every one dresses up

on Thursday, you want to be all "set" to take pictures of the parades, the arches, the decorated buildings, etc.

You WILL be ready if you will remember to come to-day to 25, Des Voeux Road, Central—the Home of Good Photo Supplies—

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HIGH CLASS PHOTOGRAPH.

OTHERS take your photos, but by our 30 years' experience we take yours in EXCELLENT CONDITION and NATURAL COMPLEXION instead of merely clear and sharp.

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PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong.

MARTIN'S
APOL & STEEL PILLS

A French Remedy for all Irritations. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first signs of any irregularity of the system a remedy may be at hand. Those who use them recommend them, because they are so effective. All Chemists and Druggists sell them throughout the world. Price 1/6 per box. M.A. 2171, Clement, Southampton, Eng.

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DISPUTES SETTLED.

Barbers and Tramwaymen Satisfied.

At a meeting held yesterday between representatives of employers and employed which lasted a little over two hours a settlement was effected of the demands of the barbers, which were presented on the 21st ult.

The Barbers' Guild originally demanded an eight-hour day, from 9 a.m. to 5 p.m., suspension of work at 1 p.m. on Sundays, a day's holiday on the Double Ten Festival (anniversary of the Chinese Republic), on Labour Day on 1st May and on Chinese New Year's eve, better food and engagement of barbers through the Guild only.

Following several unsuccessful conferences the employers invited delegates of the Barbers' Guild to a meeting at 10 o'clock yesterday morning. All the demands were fully discussed and eventually the following terms were agreed to by both parties:

A 10-hour day, from 8 to a.m. to 6 p.m., suspension of business at 5 p.m. on Sundays, a 70 per cent. increase on daily provision money, no work on the above-mentioned festivals, and employment of men who belong to the Barbers' Guild.

In connection with the last term it is stipulated that if any employer is discovered to have engaged a man, who is not a member of the Guild, the Guild will be justified in instituting a boycott against the shop. A meeting will then be held by the Guild and whatever decision is reached will be carried into effect.

Another matter discussed by the meeting was that of tips given by patrons. It was agreed that any money paid in excess of regular charges be given without deduction to the barber who attended to the "customer."

The agreement was signed shortly after noon yesterday.

Tram Motormen and Conductors.

Coinciding with the settlement of the barbers' dispute yesterday was the settlement of the demands of the conductors and motormen of the Hongkong Tramway Company for an increase of pay, etc.

The settlement was effected at a meeting in the Secretariat for Chinese Affairs, which lasted for fully four hours. Among those present were the Hon. Mr. E. R. Hallifax, Secretary for Chinese Affairs, Messrs. W. E. Roberts and A. Course, General Manager and Traffic Manager respectively of the Tramway Company, an official of Messrs. Jardine, Matheson and Company, and eight representatives of the Motormen and Conductors' Guild. The settlement was signed by delegates of employers and employed in the Secretariat at about 6.30 p.m.

Several days after the Guild had presented their demands officials of the Tramway Company conferred with representatives of the Guild at the Tramway Company's Office. Subsequently, the demands were apparently referred to the Secretariat for Chinese Affairs, for Mr. Hallifax on Saturday invited delegates of the Guild to his office to meet representatives of the Tramway Company. At this meeting the employees' deputation was requested to appoint full-power representatives, which they did at a meeting held on the Guild premises. Yesterday afternoon representatives of employers and employed met again in the Secretariat and the conference terminated with the above-mentioned issue.

The following were the original demands of the motormen and conductors which were submitted to the Tramway Company on the 21st ult.:

1. That eight hours constitute one shift, and every motorman or conductor who has to work over his limit be given double pay according to the hour.

2. That the salary of those who have been in the Company's service for three years and more be advanced by \$3 a month, five years and more by \$5, ten years and more by \$10, and fifteen years and more by \$12.

3. That conductor or motorman working on Chinese festival days (Ching Ming festival or the Chinese Tomb Day, Dragon Boat Festival, Mid-Autumn Festival, Confucius Day, Chung Yang Festival, Anniversary of the Chinese Republic, and the Winter Solstice Festival) be given double pay and that they be given a bonus in the form of half a month's pay on the Chinese twelfth moon.

4. That every motorman or conductor who reports himself to the Company in the morning and during the day when shifts take place be given one shift's pay, no matter if he obtains work or not.

5. That notices containing instructions to conductors and motormen and regulations issued by the Company to be observed by them be first submitted to their guild to be considered and approved.

6. That trams should not stop at places other than regular stopping places.

7. That the Guild be entitled to recommend motormen and conductors to the Company for vacancies.

8. That the continuation of work after one shift be decided by them individually, and it should not be compulsory.

9. That the increase become effective from the 1st February.

The Guild subsequently cancelled the fourth and last demands because they "considered them to be unreasonable." Discussion at yesterday's meeting was confined to the remaining seven items.

The six and seventh demands were accepted by the Tramway Company without modification.

With regard to the first demand it was agreed that eight hours and forty minutes constituted one shift but every motorman and conductor would be paid \$3.50 a month in addition to their salary for the work done after eight hours, but only up to forty minutes. Anybody who had to work after the limit would be given double pay according to the amount of work they performed.

Regarding the second demand the following scale of increases was approved: \$2 for conductor or motorman who has been in the Company for three years and more; \$3 for five years and more; \$5 for 10 years and more and \$12 for 15 years and more.

The Tramway Company rejected the demand for double pay on the Chinese festival days enumerated above, but agreed to pay three weeks' salary in the twelfth moon every year as bonus to conductors and motormen.

With reference to notices containing instructions and regulations to be observed by conductors or motormen the Company agreed to give 24 hours to the Guild to consider them before they were passed. If the majority of the men objected to them they would be rectified.

For correction they would be signed by the men individually.

In connection with the eighth demand it was agreed that the continuation of work after ten hours service be decided by the men individually and it would not be compulsory.

The increase also applies to a few "regulators" or time keepers of the Tramway Company.

Tally Clerks Reduce Demand.

As reported previously the Hongkong General Chamber of Commerce held a meeting on the afternoon of the 31st ult. to discuss the demands for an increase of wages made by the tallymen, clerks, launchmen and native craft lightermen. Information received from the Tally Clerks' Association indicates that the meeting took place in the Secretariat for Chinese Affairs and was attended by representatives of the Chinese General Chamber of Commerce and the Secretariat for Chinese Affairs.

The Tally Clerks' Association asked that the salary of casual chief tallymen be advanced to \$3.75 a day and that of ordinary tally clerks to \$2.75. At the conference delegates of the Tally Clerks' Association reduced their demand by 25 cents in consideration of the employers' negotiating direct with them. The employers on their part made the concession that whatever increase they might grant should be reckoned as from the 1st April.

On the suggestion of the employers and the Secretary for Chinese Affairs, it was decided to resume negotiations after the Prince's visit, when the wage question will be decided.

THE "MAGDALEN GIANT."

Mr. B. P. Lascelles, "The Magdalen Giant," will be buried at Harrow to-morrow. The coffin is 8 ft. 6 in. long probably the largest ever made in England.

12,000,000 TOO MANY.

Dr. G. E. Lloyd, Bishop-Elect of Saskatchewan, declared at a meeting of the Royal Colonial Institution in London that there are 12 millions too many people in the British Isles. He advocated a scheme of assisted emigration to Canada.

FOOTBALL.

Saturday's Matches.

Saturday's games resulted as under—

HONGKONG LEAGUE.

King's ... 1 H'kong, Club, 0
Kowloon ... 1 Ambrose ... 0
R.G.A. ... 3 H. M. S. Club 1
H.M.S. Titania South China 1
Curlew Res. 9 St. Joseph's ... 1
King's Res. ... 2 University ... 1
S. C. "A" ... 1 Club Res. ... 0

C.S. LEAGUE.

H.M.S. Tamar H. M. S.

Large crowds witnessed the matches on Navy "B" and South China grounds this week-end. On the first-named ground, the Tamar and Hawkins were engaged in the replay for the runners-up position, these teams having finished one point below the R.G.A. On the latter ground, South China had for opponents H.M.S. Titania, who figured at the bottom of the League, and the Chinese turned out in thousands hoping to see their favourites improve their position in the League, but they went away surprised and several left the touch lines after Titania had scored. Another team that had a set-back this week was the Club, who fielded only a moderate side but found the King's a much improved team and had to admit defeat and the loss of a couple of very useful points.

The position now stands that the Tamar and South China can each reach 30 points, while the Club and Curlew can make 29. The Curlew appears most favourably placed, for the Club have yet to play the Tamar and South China and must win if they wish to have a chance in the competition. Should the Club win, both these teams will drop to a maximum of 23 points and with the Club winning against the Police and Titania, a replay with the Curlew appears necessary to decide the ultimate champions.

CLUB v. KING'S.

This match was played on the Club ground, the home team being without Begg, Kuhr, and McCubbin. The play opened fast, with the King's attacking but Rodgers was safe in goal. The Club forwards were lacking in combination and the forceful tactics of the soldiers' defence was much against individual play. They were also slow and a couple of good chances were missed as the ball rolled in front of the goal mouth with the Club inside men out of position. Within five minutes from the interval, the King's scored the only goal of the match. McPhail miskicked from a long pass and Barrett, being close up, returned the ball to centre and Jones, unmarked, trapped the ball and took a shot, which no doubt Rodgers would have saved, but Telfer, running across to clear, deflected the ball and although Rodgers threw himself he failed to stop it, and the ball landed safely in the net.

There was no scoring in the second half. The King's are to be complimented on their win but in the interest of sport-wasting time by deliberately kicking out should be dropped.

R.G.A. v. CAIRO.

Early in this game Couzens opened the score for the soldiers and Woodhouse miskicking let in the sailors who made the score one all. In the closing half, Veale and McHugh added to the R.G.A. score.

SOUTH CHINA v. TITANIA.

This match ended in a most unexpected win for South China who have now lost the splendid chance they had of becoming league champions this season. Luck was against them, for having most of the play, they could not score. Chan So had to leave the field during the first half and it was during his absence that Draper scored the winning goal of the match. In the second half South China were awarded a penalty against Collins for handling and Chan So, usually sure with penalty kicks, failed to level up. South China kept up a regular bombardment of the sailors' goal but Phillips was on top of his form and kept his charge intact.

KOWLOON v. AMBROSE.

These teams played their return fixture and Kowloon repeated their success of the first match, which they won by a goal to nil. The game was very evenly contested and Pasco scored the winning goal.

TAMAR v. HAWKINS.

A large number of blue-jackets witnessed this match. These teams in their last match played a drawn game of 2 goals all. The flagships were considered favourites in this match and although they had most of the

HOW FAY COMPTON GOT MARRIED.

Vaulted Garden Wall to Escape Crowd.

Mr. Leon Fred Quartermaine and Mrs. Virginia Lillian Compton were married last month in the Eden district register office at Slough.

Bride and bridegroom are taking leading parts in Barrie's delightful comedy, "Quality Street," at the Haymarket Theatre.

They had taken great pains to keep the arrangements secret, and up to the last they went to great personal inconvenience to avoid the curious crowd and the squad of photographers who had gathered all round the register office.

They had laid their plans on novel and original lines. A motor-car drew up at 11 a.m. outside the register office. Inside were a lady and gentleman, but they were not the bride and bridegroom.

The crowd accepted them as an advance guard of the wedding party, and waited for some minutes, little suspecting that this was a ruse. Very soon they began to have doubts, and everyone began to ask his and her neighbour, "Where are the bride and bridegroom?"

PUBLIC MYSTIFIED.

No one seemed able to solve the perplexing problem. A little later the occupants of the car reappeared through the register office door, and quite a number, believing them to be the newly-married couple, quickly offered hearty congratulations.

But they were mistaken, and it soon dawned on them all that the happy pair had been too clever for them. There was no doubt that they had disappeared as mysteriously as they had arrived.

A little later the true story became known.

Mr. Quartermaine and Mrs. de Frece had carried out a unique and bold coup.

Strolling along the High-street of Slough, which is at right angles to the street in which the register office is situated, they had entered the shop of Mr. Birchell, a hairdresser.

Passing through his premises, they walked down the path to the garden wall, over which is the register office.

Mrs. de Frece neatly vaulted over the wall, and Mr. Quartermaine was also soon "over the top."

It was then a simple matter to pass unobserved into the register office, where the ceremony was performed.

They left as secretly as they had arrived. Once again they were over the garden wall and in a few moments had vanished.

No one apparently recognised them as they walked quietly away, leaving the crowd still waiting round the corner.

The bridegroom wore a lounge suit, and the bride a costume, over which she wore a jumper sports-coat and a toque.

play in the open they were weak in front of goal and could not get the ball past Mitch. Topping scored for the Tamar after ten minutes' play and as this was the only goal of the match the Tamar were qualified to receive the runners-up medals in the League for the second year in succession.

CURLEW RESERVES v. ST. JOSEPH'S.

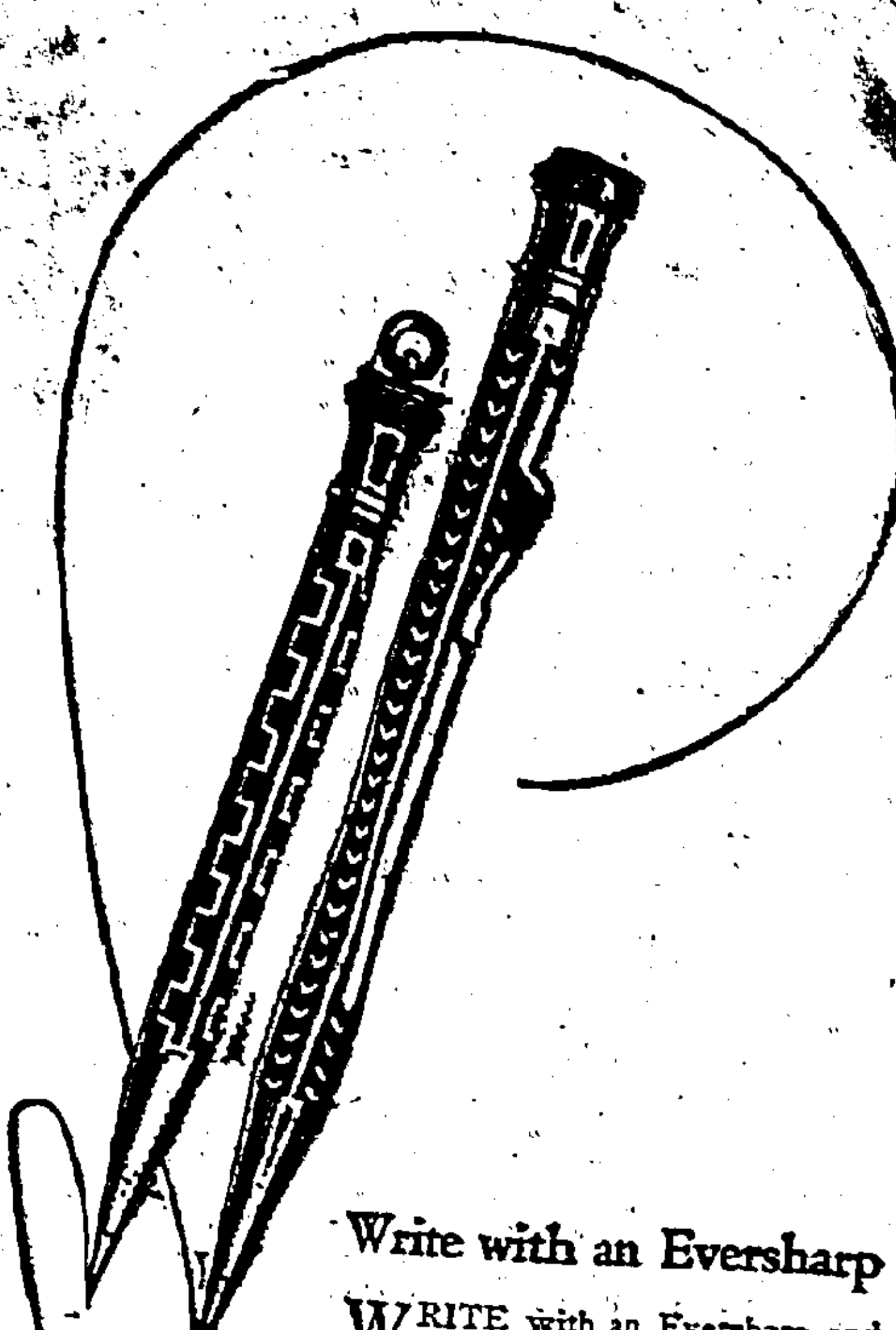
St. Joseph's fielded a very weak side in their return match with the Curlew Reserves. The sailors were out to win. At half time the score was six goals to one in favour of the sailors, and Ogley, going in goal for the College, kept the score down in the second half, yet the sailors managed to put on three more goals. Hender scored five goals, Riley three and Knowles one for Curlew, while Faertes registered the solitary goal for the College.

KING'S RESERVES v. UNIVERSITY.

The King's got the verdict by the odd goal in three. By this win they are certain of the runners-up in the League and should the Curlew Reserves fail to take the four points from the United A.C. in their remaining matches, the King's, by defeating South China "A," should win the Championship.

SOUTH CHINA "A" v. CLUB RESERVES.

The Club could only muster nine men but their team was made up to full strength by picking up two men on the ground. South China were not extended and the game throughout was slow. Leung Wing-tak scored the only goal of the match after ten minutes' play.



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NOTICE.

TO KOWLOON RESIDENTS.

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&c., &c.,

PUT IT ON THE BOOK TO-NIGHT.

CHINESE BANKERS AND THE CONSORTIUM.

Difficulties in Regard to Railway Construction.

In his interesting address to the Chinese Bankers' Association at Peking, Sir Charles Addis dealt with some of the objections to the new Consortium. He suggested that a Chinese Banking Group might be formed "even at some sacrifice of individual interests" to "join or co-operate with the Foreign Consortium in raising, until China is able to do so herself, the large amount of capital required." He emphasized the immense saving to China that might be effected by making use of foreign credit. He mentioned some of the objections to and some of the advantages of a combination of foreign banks for the purpose of financing productive enterprises, especially railway construction. He then touched briefly upon the question of the moral obligation of the banks concerned to protect the interests of the investing public by insisting upon effective foreign supervision, and the desirability in China's own interests of the unification of the railway system.

A Chinese Banking Group has, of course, been in existence for some months, which financed the Railway Car Loan and the Shanghai Mint Loan, of 1921. In Chinese circles these transactions were hailed as a proof that China could herself finance productive undertakings for which adequate security could be offered, without foreign co-operation. It may be doubted, however, whether that view prevails to-day. The Government has already defaulted upon the Railway Car Loan, owing to General Wu Pei-fu's interference with the Kin-Han Railway, and his appropriation of the bulk of its revenues. The Mint Loan has been followed by a succession of scandals, the most glaring of which was the issue of specifications in such a form as to prevent any but a few favoured firms from tendering. Only to-day we print a brief telegram reporting the sentencing to five years' imprisonment of the Director of the Mint for forging cheques to the value of \$60,000. Experience during the past twelve months scarcely warrants the belief that such supervision of loan-moneys as can be imposed by a Chinese Banking Group is likely to prove effective. Nevertheless it may be doubted whether the time is yet ripe for co-operation between a Chinese Banking Group and the Consortium on the only conditions upon which the latter would feel justified in offering Chinese loans upon foreign markets.

The Chinese attitude towards the Consortium is most illogical. It cannot rationally be doubted that there is enough money in the country to finance all railway enterprises in China which could be undertaken for some years to come. With the single exception of the redemption of the Shantung Railway, however—a project which has fired public imagination—it may be doubted whether it is practicable to secure five million dollars in the whole country, for State railway enterprises. The Chinese investor if he were willing to lend his money to the Government, would demand discounts and rates of interest which would be prohibitive. But it may be doubted to-day whether he would even regard terms as exorbitant as those for the recent China New Year Loan as a sufficient inducement to place his savings at the disposal of the Ministry of Communications for railway construction. He has completely lost faith in the clique of unscrupulous officials who masquerade as the Government of China. He knows quite well that if he found the money for the construction of any particular railway one of two things would happen: the loan proceeds would disappear into the pockets of the Peking officials and their military patrons; or the construction of the railway would be effected with such reckless extravagance and ineptitude that there could not possibly be any return on the capital invested. There is not to-day a railway of any importance which has been completed and operated on a profitable basis, with moneys contributed by Chinese investors. Yet the mere suggestion of the construction of State railways with foreign capital, at what in comparison with prevailing rates among the Chinese would be regarded as absurdly low interest, with effective supervision, makes the Chinese foam at the mouth. China's sovereignty is at once imperilled. The foreign investor

is expected not only to find the necessary capital at one third to one quarter of the interest which Chinese financiers themselves would expect, but to abandon the idea of imposing the only conditions by which a stable security for his investment can be created. The Chinese financier who will only reluctantly advance money to the so-called Central Government on terms which yield twenty per cent. interest or even more per annum, and preferably upon securities which are under foreign control expects the foreigner to advance money for railway construction at six to eight per cent. without "control of the line" or "guarantee of repayment" because, as one of China's Washington propagandists puts it, business must not be mixed with politics. As soon as it is a question of the foreigner's money the Chinese who would not trust his own official with ten dollars without foreign controlled security or a rate of interest which converts a business proposition into a reckless gamble, pretends to regard it as an affront to the national dignity that the foreigner should express the least doubt regarding the honesty and capability of his discredited politicians.

Sir Charles Addis seems surprised that the Chinese should fail to recognize the desirability of the unification of the railway system. But the explanation is not hard to find. If one military or political clique dominated the whole country any scheme that aimed at bringing all the railways under its control would probably evoke extraordinary enthusiasm. The realization of such a scheme would open up possibilities in the matter of patronage, squeeze, etc., which would outweigh all imaginable objections. But for some years past China has been without a Government, or any authority capable of exercising control over any branch of the administration (those under foreign supervision excepted) throughout the country. When a protégé of H. E. Chang Tso-lin is in charge of one railway, when General Wu Pei-fu has assumed control of another, and when the remaining State railways are managed by appointments of the Chiao-ching clique and other military or political factions, it is obviously contrary to the interests of these rivals that the control of all government lines—with the immense patronage involved, should be centralized. The State railways are not, under existing conditions, regarded as national property, but as political spoils. They can never be unified as long as they are "Tuchunized." It is useless to anticipate from a project which would strike so hard at individual interests.

The Railway Car Loan has demonstrated the futility of any precautions which a Chinese Banking Group has the power to impose, to secure its investment. This loan, it may be recalled, was secured on the revenues of the Peking-Suiyuan, Peking-Hankow, Tientsin-Pukow and Shanghai-Hangchow-Ningpo Railways, in proportion to the extent to which each line benefited from the purchase of equipment. The ultimate security was the surplus revenue of the Peking-Hankow line. Whether the other railways have met their share of loan in whole or in part we do not know, but it seems clear that General Wu Pei-fu's conduct on the Kin-Han railway has left that line with a heavy deficit instead of a surplus, and it is difficult to see what means of securing redress is open to the bankers. If the line has remained under foreign control General Wu Pei-fu would, of course, have been warned off immediately he interfered, and if he remained defiant sufficient diplomatic pressure would presumably have been brought to bear to compel the Peking Government either to secure his removal, or to make good the funds misappropriated by him, from other sources. The Chinese Bankers can do nothing but await, developments, in the hope that the new Super-Tuchun will soon see fit to relax his grip upon the railway. P. and T. Times.

JUDGE'S CONFESSION.
"My experience is that most of us—I myself—make a good many mistakes," said Judge Crawford at Wood-green County Court.
"IN MEMORY OF MONS."
Mrs. E. A. Heam, of Chalfont St. Giles, Bucks, wife of J. T. Heam, the professional cricketer, whose estate is valued at £7,334, left £25 to Major Fraith, of Rathfriland, in memory of the heroic efforts of the British Army at Mons.

QUESTIONS IN PARLIAMENT.

Munitions Handed to the Free State.

In the House of Commons, Sir John Boucher asked whether the receipt for the rifle, ammunition, and cars recently handed over to the Provisional Government of Ireland was given by a person signing himself as a member of the Irish Republican Army.
Mr. Churchill—I have not seen the receipt. If it was so signed it was most irregular. It would not be recognised by us, and would be opposed by the existing Provisional Government.
Mr. Churchill said he had as yet received no information as to persons who organised or took part in recent raids on the Ulster border, but he was assured the matter was being actively investigated by the Provisional Government.

MUI TSUI.
Mr. Churchill, having answered a question by Lord H. Cavendish Bentinck regarding the alleged slavery in Hongkong, Colonel John Ward inquired if it was not time the buying and selling of human beings in the British Protectorates was put a stop to.
Mr. Churchill said it was a matter which might well be raised in debate.

MEDALS FOR SPECIAL CONSTABLES.
Mr. Shortt, replying to Mr. Trevelyan Thomson, said 55,000 long service medals had already been issued to special constables who served during the war. An hon. member asked if the medal was made of putty.

FINANCIAL PROCEDURE.
Mr. Chamberlain, replying to Mr. Marriot, said he was inclined to think the time had come for a review by a select committee of the House of the whole financial procedure, and they were considering various suggestions on the matter.
Sir D. Maclean asked whether the proposal was likely to reflect in any effective sense on the estimates of this year, or was it another means of shelving the whole question. (Opposition cheers.)

Mr. Chamberlain—No. The right hon. gentleman has no right to make an insinuation of that kind. From every quarter of the House repeated dissatisfaction has been expressed with the power of the House to control expenditure and I am sorry my suggestion should be received in such a manner.
Replying to Mr. Lamber, Mr. Chamberlain said if his suggestion met with approval he would try and start the committee as soon as possible.

INCOME-TAX PAYERS.
Mr. H. H. Young told Mr. Raper that the total number of persons in Great Britain and Ireland who actually paid Income-tax in 1921 was 2,400,000. The number who made returns, but whose incomes were covered by reliefs and allowances was 2,100,000.

BRITISH TROOPS IN GERMANY.
Replying to Sir Harry Brittain, Sir Laming Worthington Evans said the approximate number of British troops on the Rhine at present was 4,700, and in Silesia 4,800.

AIRSHIP SERVICES.
Mr. Montagu, answering Sir J. D. Rees, said he was informed by the Government of India they regretted that the present financial position precluded them from making any contribution towards the establishment of an experimental Imperial airship service.

THE "GOLDEN BALLOT" CASE.
Mr. Shortt, answering Mr. Leonard Lyle, said there would be no appeal against the Magistrates' decision in the golden ballot prosecution.

SAFEGUARDING OF INDUSTRIES.
Capt. Wedgwood Benn asked leave to introduce a Bill to repeal the Safeguarding of Industries Act 1921. The Bill was opposed by Sir E. Cooper, and on a division, leave to introduce it was refused by 170 to 92.

FELL IN LOVE WITH A PHOTOGRAPH.

Knight's Son to Marry Winner of Beauty Competition.

A 17-year-old Leeds girl, Miss Audrey Fieldhouse, is the heroine of a romance which savours of the popular novelette.
Miss Fieldhouse was one of the winners, a few months ago, in a beauty competition, and, following the publication of her photograph, she received hundreds of letters from admirers in England, Ireland, and America.
Not a few contained proposals of marriage.

WHERE MENTAL TESTS FAIL.

Aptitudes That Cannot be Measured.

Since the war considerable attention has been attracted to the possibilities of measuring human intelligence by prescribed and stereotyped tests.
In this country a large number of our ablest psychologists are applying their science to the task of estimating the capacity of potential workers, both from the point of view of the workers' own career and also in the interests of industrial efficiency.

Some men (says a writer in *Industrial Welfare*) are a little sceptical of these ready methods of proving what has usually taken a long time to establish, and even making an allowance for the inherent conservatism of people, sympathetic students of this new development are gradually realising that there are many factors which mental tests have not hitherto been able to estimate.

What is intelligence? It has been defined as the ability to adapt oneself to a new situation but many of the tests designed for measuring intelligence have nothing in common with the real situations the person tested is likely to encounter.

TRAMCAR DRIVERS.
It is true that the famous tests of Professor Munsterberg for selecting tramcar drivers were planned as actual situations in miniature, but although they were miniatures, they were not miniatures of the real situations which tram drivers find themselves in, because they obviously could not include all the emotional factors.

Wonderful presence of mind may be shown during a test in the laboratory, but the same man in a tramcar or a motor car may still lose his head in the noise of the traffic.

Then there is the total absence in mental tests of allowance for the subject, and this is a failing which teachers particularly will condemn.

Professor John Adams, in a recent lecture before the College of Preceptors, reminded us that success in life does not depend on pure intelligence, but on the moral qualities that go along with it, and it is a fact to be noted that while the findings of the ordinary mental tests of examinations, they do not always agree with the esteem of the teachers, based upon general knowledge of the pupil's qualities.

THE MORAL ELEMENT.
This discrepancy may easily be accounted for by the neglect of the moral element in intelligence tests; and a further fact is that in most cases the general impression a teacher has of his pupils in school is borne out by their after career.

Further limitations of intelligence tests were pointed out by Prof. T. H. Pear of the Manchester University in his lecture before the British Psychological Society.

It was assumed, he said, that because the same test may ostensibly produce the same results in two different people, they had arrived at that position through identical processes of the mind, but before we go very much further with these new developments we shall require much clearer knowledge of the way in which the mind works in solving mental tests, and this is particularly necessary in the case of adults, whose minds have had longer to diverge into different channels, as is the case with children.

The moral of all this timely warning to those who are studying the possibilities of these interesting developments is that, though mental tests may prove more in a given space of time than could be investigated by any other method, there are many equally important qualities in the man, woman, or child being tested, which will find no expression through such intelligence tests as have hitherto been devised.

One of them, "somehow subtly different" from the rest, came from Mr. A. W. Fenton, who wrote from London, and added, as a postscript, "Burn this letter, if it annoys you."

KNIGHT'S SON.
Five weeks' consideration led Miss Fieldhouse to reply to the letter, and a correspondence sprang up.
Mr. Fenton is a son of Sir Michael William Fenton, K.C., S.L., and Lady Fenton, of Holly Oak, Northwood, Middlesex.

QUESTIONS IN PARLIAMENT.

Foot-and-Mouth Outbreak.

Sir Arthur Boscawen, replying to Mr. L. one Fox in the House of Commons, said the Ministry of Agriculture were first informed of the existence of foot-and-mouth disease on January 23. The total number of premises on which the disease had been confirmed up to midnight last, was 477. The total number of animals yet authorised to be slaughtered was 8,500 cattle, 1,000 sheep, and 2,000 pigs. The cattle slaughtered amounted to about one-eighth of one per cent. of the total cattle in Great Britain, and of other animals, much less. The Ministry was dealing with the situation by the slaughter of all animals actually infected, or, which, owing to immediate contact, were sure to be infected. In certain cases where no undue risk was involved, animals might be isolated and kept under observation.

After most careful consideration of the circumstances of this outbreak, he considered this policy was the best that could be adopted in order to check the spread of the disease and to ensure its rapid eradication, and it was the policy which was adopted with success by the U. S. in 1914-15. There had been one extension of the disease in the South. The prevalent doctrine was that the disease was carried by birds from the North Sea.

ATTACKS ON IRISH UNIONISTS.
Captain Craig desired to ask the Prime Minister whether the Government had received any information with reference to organised attacks by Sinn Feiners on prominent Unionists in Fermanagh.

The Speaker said he was of opinion that it was a question that should be asked in the Parliament of Northern Ireland and not in that House, but as it was the first question of the kind he would see if the Prime Minister had any answer to give.
Mr. Chamberlain stated that he concurred with the view of the Speaker.

THE GEDDES REPORT.
Mr. Chamberlain, replying to Sir Donald Maclean, said the Geddes Report would be available on Friday, so members might be able to consider it during the week-end.
Captain Wedgwood Benn—Will the report be the full report as presented to the Cabinet?
Mr. Chamberlain—Certainly.

DEBATE ON KING'S SHEECH.
The debate on the King's Speech was resumed by Lord R. Cecil, who urged the Government to adopt the policy of the good Samaritan in regard to the famine in Russia. The line of progress in international affairs, he said, must be in the direction of substituting for force international co-operation. He was entirely out of sympathy with the proposal of the Anglo-French Pact against Germany. The position of England and France must never be allowed to degenerate into that of seeking to dominate Europe. That would be fatal to peace and progress in Europe.

He would be glad if the Government would urge and pursue a policy directed towards general disarmament. Touching up on German reparations he suggested that the question as to how much Germany could pay should be referred to a tribunal so that they could get definite settlement of the reparations question.
Captain Cooze observed that if we were desirous of continuing the mutual trust and toleration which existed between ourselves and the French at the Armistice the only thing which would satisfy French public opinion was the conclusion of such an arrangement as was contained in the proposed Pact.

THE WRONG WAY TO READ.

If you have to hold the print too far away to see clearly, the eye will be strained to make out the fine print. If you have to hold the print too close that will strain the muscles of the eye. Either way is bad. When you cannot read any fine type held at proper distance—say 14 inches from your eye, have your eyes examined in the Hongkong Optical Co., successors to Clark & Co., refracting and manufacturing opticians, located in 53, Queen's Road Central, and have the satisfaction of using a pair of right seeing and tight fitting glasses.

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	35 by 24	95	
	40 by 34	\$2.95	
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	35 by 24	95	
	70 by 50	\$5.00	
BLUE ENSIGN	30 by 17	75	
	35 by 24	95	
	70 by 50	\$5.00	
RED ENSIGN	35 by 24	95	
	70 by 50	\$5.00	
AMERICAN	12 1/2 by 9	15	
	30 by 17	75	
	35 by 24	95	
	58 by 35	\$2.95	
AUSTRALIAN	30 by 17	60	
CANADIAN	35 by 22	95	
	70 by 50	\$4.95	
FRANCE	25 by 14	25	
	29 by 21	75	
STAR of INDIA	35 by 24	95	
SCOTCH STANDARD	28 by 27	85	
ROYAL STANDARD	35 by 25	90	

WOOLLEN UNION JACKS.

1 yd. 1 1/2 yd. 2 1/2 yds. 4 yds. 5 yds.
\$4.50 \$8.50 \$14.75 \$34.50 \$45.50

STRINGS OF PENNANTS

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TO LET.—In New Garden City (Ho-Mun-Tin) a FULLY FURNISHED 6-roomed House with spacious garden, garage etc. Immediate occupation. apply P.O. Box No. 274.

TO LET.—2 new Office Rooms in Central locality from 1st April.—Apply SANG KEE c/o Comptroller Department, Hongkong & Shanghai Bank, Des Voeux Road entrance.

TO LET.—Office rooms on 1st floor, Bank of China Building, No. 4 Queen's Road Central to be let. Occupation from 1st of May. For particulars apply to Bank of China.

RACE MEETING.

In Honour of H. R. H. The Prince of Wales.

"D. A. J." extend a cordial invitation to all their friends and acquaintances to attend the forthcoming Race Meeting at their Private Stand on Friday, the 7th. April, 1922.

NOTICE.

Ball in Honour of H. R. H. Prince of Wales.
April 7th, 9.30 p.m.

Arrival: Motor cars will proceed to the Law Courts Eastern Entrance, Jackson Road. Duplicate serial numbers (for calling up purposes after the Ball) will be handed one to driver, one to owner. The cars will then drive down Chater Road, North side between Jackson Road and Murray Road and return along the South side of this road, and be parked in order of arrival commencing behind the bandstand erected on the side of the new Cricket pavilion.

Chairs and Rickshas: Chairs and rickshas will proceed to the Western entrance of the Law Courts opposite the Statue Square Gardens and pass out into Statue Square and turn East. They will be parked on the North side of Chater Road between the Hongkong Club and Messrs Butterfield and Swire's offices.

Cloak Rooms and Approach to Ballroom: On arrival at the Law Courts guests will proceed to the Cloak Rooms along the South passage of the Law Courts. Ladies will go through the Ladies' Cloak Room and pass out into the North passage of the Law Courts and thence to the Western entrance. Gentlemen will pass out under the verandah (West side) whence they will proceed round the verandah under the covered way across Statue Square into the Ballroom (Pavilion) entering by the South entrance.

Departure: Motor cars will be called up by electric signals from the Eastern side of the Law Courts (first floor) on presentation of serial numbers to Police. The same applies to private chairs and private rickshas parked in Chater Road.

Public Chairs and Rickshas will be available on the West side of the Law Courts for the use of the public. Motors and private chairs and rickshas will pick up their passengers at the Eastern entrance to the Law Courts in Jackson Road and drive off into Des Voeux Road Central.

General: Stewards will be present at the entrances of the Law Courts to direct guests to the Ballroom. Police will direct the vehicular traffic. They will arrange to procure cars, rickshas or chairs as required. Vehicles must approach the Law Courts (and not the Pavilion) from Des Voeux Road only on arrival. The surroundings of the Pavilion must be kept clear of all vehicles from 9 p.m. until 1 a.m. Police have strict instructions to prevent vehicles from using any but the authorised routes.

(Signed) E. D. C. WOLFE,
Captain Superintendent of Police,
Police Headquarters.
Hongkong, 4th. April, 1922.

G. R. HARBOUR MASTER'S DEPARTMENT.

Blake Pier will be closed to all public traffic from 8 a.m. to 11 a.m. and again from 8 p.m. until midnight on the 6th. April, 1922.

On the 7th. April from 8 a.m. until H.R.H. the Prince of Wales has left to go on board the H.M.S. Renova.

C. W. BECKWITH,
Commander, R.N.,
Harbour Master, &c.

G. R. HARBOUR MASTER'S DEPARTMENT.

The Steam Tender Stanley taking H.R.H. the Prince of Wales and party through the Harbour to view the illumination will leave Blake Pier at 9.30 p.m. on the 6th. April and will proceed Eastward through Man-of-War Anchorage then round Admiralty Buoy No. 1 and thence Westward through the Central Fairway and the Fairway Buoys and thence back to Blake Pier using Central Fairway. All Launches and Ferries are warned to give the Stanley a wide berth when going through the Harbour at this time. The Stanley will carry besides the usual steaming lights 3 red vertical lights at the main.

C. W. BECKWITH,
Commander, R.N.,
Harbour Master, &c.

ROYAL HONGKONG GOLF CLUB.

9th April. There will be a medal play competition over the Old Course in the morning. Competitors to use only two clubs. Pool. Cards 50 cts.

BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Thursday and Friday, the 6th. and 7th. April, 1922.

Hongkong, 29th. March, 1922.

NOTICE OF REMOVAL.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

On and after the 1st. April, next the Registered Office of the above-named Company will be located at No. 4a, Des Voeux Road, Central, Hongkong, 4th. floor.

(next door to the Hongkong and Shanghai Bank).
By Order of the Board of Directors
JOHN ARNOLD,
Secretary.
Hongkong, 28th. March, 1922.

VICTORIA RECREATION CLUB.

NOTICE.

On the occasion of the visit of H.R.H. the Prince of Wales, the Club will be at Home to members and friends from 4 to 6.30 p.m. on the 6th inst. Tea will be provided. Band in attendance. In the evening to a Dance from 9 p.m. onwards.

The charge will be \$1.00 for members including lady friends, non-members \$5.00 per couple. Admission will be by invitation only.

Owing to the limited accommodation it is requested that invitation cards be applied for from the Hon. Secy. not later than 6 p.m. Wednesday the 5th inst.

HONGKONG JOCKEY CLUB.

Race Meeting in honour of H.R.H. The Prince of Wales to be held at the Race Course, Happy Valley, on April 7th.

1st. Race starts at 2.30 p.m. Admission to Jockey Club Enclosures \$5.

Tickets are now on sale at Kelly & Walsh.

Soldiers and Sailors in Uniform \$1. each.

Programme \$1. each. Ladies free.

Members will receive their badges in early or two.

The proceeds will be donated to the proposed New Nursing Home.

H. BIRKETT,
Clerk of the Course.

WE ANNOUNCE THE OPENING OF OUR NEW WORKSHOP IN HONGKONG AT 145 PRAYA. E.

MOTOR ENGINEERS

GENERAL REPAIRS

OF ALL KINDS OF MACHINERY.

SPECIALISTS IN

MOTOR CARS

MOTOR CYCLES

IGNITION

BARGAINS IN NEW AND USED MOTOR CARS AND MOTORCYCLES

REEVES & CO.

145, PRAYA EAST.

PHONES 4002 K-673

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on:

Wednesday, the 5th. April, 1922, commencing at 2.30 p.m. at their Sales Rooms, Duddell Street.

A Very Fine Collection of Japanese Carved Ivories

Also A Few Specimens of High-Grade Cloisonne

Also Canton Blackwood Curio Cabinets and Stands.

On view from Tuesday the 4th. April 1922.

Terms: Cash on delivery.

Catalogues will be issued.

LAMBERT BROS., Auctioneers.

IN THE SUPREME COURT HONGKONG PROBATE JURISDICTION ACTION No. 2 of 1920.

BETWEEN Lau Tai Tsau, Lau Tang Shi, Lau She Shi, Lau Yin Shi and Lau Li Shi Plaintiffs and Lau Shiu Chuen Defendant

By order of the Supreme Court of Hongkong and

Under the direction of the Registrar, Supreme Court, Messrs. Lambert Brothers, have received instructions to sell by Public Auction on Wednesday, the 12th day of April, 1922, at 3 o'clock p.m.

WITHOUT RESERVE.

All the right title and interest of the above-named defendant Lau Shiu Chuen alias Lau Wai Chun or (Chan) of and in the following properties situate in the Colony of Hongkong.

Nos. 402 & 404 Des Voeux Road, West and Nos. 397A & 397B Queen's Road, West, Victoria.

being Inland Lot No. 1743 No. 27 Bonham Strand, Victoria, being Sub-section 2 of Section B of Marine Lot No. 4

The above first named property is sold subject to all existing mortgages and charges.

Particulars and conditions of sale can be obtained from Messrs. Denny & Bowley, No. 6, Des Voeux Road Central, Hongkong, Solicitors &c., or from

Messrs. Lambert Brothers, The Auctioneers, Hongkong, 28th. March, 1922.

NOTICE.

The offices and stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on Friday and Saturday the 14th and 15th instant.

C. THORNE, Commissioner of Chinese Customs, Kowloon and District, Yee Building, Hongkong, 3rd. April, 1922.

NOTICE.

National Loans of the Third Year of the Republic (1914) and of the Fourth Year of the Republic (1915).

It has come to the knowledge of the undersigned that a number of "officially undelivered" Bonds of the above two Loans, in excess of the schedule numbers issued under the Loan Regulations, have been placed on the market by certain native banks in an unauthorised manner, and the public is hereby warned against negotiating them. The Bonds affected are of the following denominations:

Third Year Loan: \$10,000; \$1,000; \$100; \$10; \$5; \$2; \$1; and the following particulars will enable an unauthorised Bond to be detected—

Fourth Year Loan: \$10,000; \$1,000; \$100; \$10; \$5; \$2; \$1; and the following particulars will enable an unauthorised Bond to be detected—

Third Year Loan \$10,000 Bonds and \$1,000 Bonds: The schedule numbers of the \$10,000 Bonds and \$1,000 Bonds of the Third Year Loan are as follows—

\$10,000 Bonds: Nos. 1-256 (256).
\$1,000 Bonds: Nos. 1-5 (5); 3-90 (88); 92-242 (151); 253 (1); 261 (1); 263-288 (26); 290-291 (2); 295-300 (6); 303-304 (2); 307-310 (4); 312 (1); 314-323 (10); 330-333 (4); 336-343 (8); 345-350 (6); 352 (1); 354 (1); 356-375 (20); 377-399 (23); 401-407 (7); 409-434 (26); 456-358 (3); 460-611 (152); 613-1403 (791); 1405-1437 (33); 1440-1600 (161); 1601-1829 (229); 1841-2097 (257); 2100-2168 (69); 2170-2341 (72); 2343-2353 (11); 2356-2365 (10); 2367-2399 (33); 2401-3534 (1134).

Fourth Year Loan \$10,000 Bonds and \$1,000 Bonds: The schedule numbers of the \$10,000 Bonds and \$1,000 Bonds of the Fourth Year Loan are as follows—

\$10,000 Bonds: Nos. 1-50 (50); 60-136 (77); 257-258 (2).

\$1,000 Bonds: Nos. 1-559 (559); 563-569 (7); 579-1456 (878); 1458-2224 (767); 2228 (1); 2230 (1); 2234 (1); 2243-2244 (2); 2246-2247 (2); 2259-2482 (224); 2488-2777 (290); 2779-2994 (216); 2996-3373 (378); 3390-3642 (253); 3644-3646 (3); 3648-3732 (85); 3734-3818 (85); 3820-3837 (18); 4158 (1).

Any \$10,000 Bond or \$1,000 Bond of the 3rd. or the 4th. Year Loan bearing a number not included in any of the above relative groups of numbers is an unauthorised Bond, and although it may bear a number the terminal digits of which may coincide with the terminal digits notified as pertaining to the number of a Drawn Bond, the Bond is not redeemable, nor is any interest coupon that it may bear payable, from funds under the administration of the Inspector General of Customs.

Fourth Year Loan of \$100 Bonds and \$10 Bonds: The following \$100 Bonds and \$10 Bonds of the Fourth Year Loan, some of which may have been placed on the market, are not included in the official list of Bonds of these denominations redeemable under the Loan Service Regulations. \$100 Bonds: Nos. 2742-2799; 2875-2880; 9201-9500; 9519-9700; 9750-9761; 15365-15368; 15411-15416; 15554; 15589-15598; 15607; 15729; 15729; 16349-16350; 17125-17224; 17265-17267; 17278; 17329; 17405-17414; 17437; 17458; 17484-17487; 17533; 22333; 22354; 22356; 22581; 22586-22587; 23411; 29678-29694; 50053-50396; 57200-60199; 60592-80000.

\$10 Bonds: Nos. 901-1000; 1151-1200; 10591-10200; 23461-23470; 25001-27491.

Any \$100 Bond or \$10 Bond of the Fourth Year Loan bearing a number contained in either of the above lists respectively is an unauthorised Bond and although it may bear a number the terminal digits of which may coincide with the terminal digits notified as pertaining to the number of a Drawn Bond, the Bond is not redeemable, nor is any interest coupon that it may bear payable, from funds under the administration of the Inspector General of Customs.

F. A. AGLEN, Inspector General of Customs, Inspectorate General of Customs, Peking, 23rd March, 1922.

A.S. WATSON & CO. LTD.

NOTICE.

On Thursday 6th. and Friday, the 7th. instant, all departments will be closed.

On these days The Hongkong Dispensary will be opened for the purpose of dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A.S. WATSON & CO. LTD. Hongkong, 3rd. April, 1922.

BLUE BIRD.

Our Specialities:
HOME MADE CHOCOLATE
(Fresh Daily)

HOME MADE CANDY.

BEST ICE CREAM.

ICE CREAM PARLOUR.

HIGH QUALITY

GROCERIES.

BLUE BIRD.

16a, Des Voeux Road Central.

NEW PIANOS

by

MORRISON, KLIMES,

at moderate Prices

TSANG FOOK PIANO COMPANY.

94a Wanchai Road.

PHONE 2127.

THE COWIE HARBOUR COAL COMPANY LIMITED. SILIMPOPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 23 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD. Agents, The COWIE HARBOUR COAL CO. LTD.

EX ROYAL MARINES.

There will be a meeting of all Ex Royal Marines in the Chaplain's Room, R. N. Dockyard at 11 a.m. Sunday 9th. April. All ex Royal Marines are cordially invited to attend.

DANCE RECORDS

LESS

20%

DISCOUNT

FOR

CASH

ANDERSON'S

(Opposite City Hall) Tel. 1322.

HONGKONG HOTEL COMPANY.

MOTOR COACH SERVICE

TO

MAGAZINE GAP.

The above service will be discontinued as from 1st May, 1922, until completion of the Motor Roads to Peak Hotel and Repulse Bay via Wong Nei Chong Gap respectively.

NOTICE.

The partnership between Mr. M. A. Razack and Mr. O. Kitchell, as share and general brokers, under the name and style of Razack & Kitchell has been dissolved by mutual consent from this date.

M. A. RAZACK,
O. KITCHELL.
Hongkong, 1st. April, 1922.

BILLIARDS.

PALACE HOTEL HANDICAP.
1st. Prize. Gold Watch.
2nd. " Silver Cup.
3rd. " Highest Break. Billiards Cue.
Entrance Fee \$3.00
Entries close on April 10th.
Names to be sent (with Entrance Fees) to
J. H. OXBERRY,
Palace Hotel.

DON'T MISS

THE SPECIAL DANCE

TO-NIGHT TO-NIGHT TO-NIGHT

AT

KOWLOON THEATRE

THE PRINCIPAL ATTRACTIONS

ARE

SURPRISE COMPETITION

WITH PRIZES!

THE BEST FLOOR AND

THE BEST ORCHESTRA IN THE COLONY!

THE DECORATIONS!

TICKETS \$2.00

WATSON'S "E" WHISKY.

The price of this Whisky is higher than any imported cased Whiskies, because it is better, and is better. You get real value because you are not paying the cost of world-wide advertising.

Sole Agents:—

S. WATSON & CO., LTD.
Wine & Spirit Merchants.
ESTABLISHED 81 YEARS
TELEPHONE 616.



NEW VICTOR RECORDS

JUST TO HAND
S. MOUTRIE & CO., LTD.
Exclusive Victor Agents, Chater Road.

UNION JACKS

72" x 50" \$4.50
60" x 40" \$3.00
35" x 24" 90 ct.

PRINCE
OF WALES

FLAG
35" x 20"
90 cents.

FLAGS
OF ALL
NATIONS
MADE TO ORDER
**WOOL
BUNTING**
UNION JACKS
COMPLETE with HALYARDS

— 6 Ft. x 4 Ft. \$3.50 —
— 8 Ft. x 5 Ft. \$12.75 —
— 12 Ft. x 6 Ft. \$22.50 —

LANE, CRAWFORD, LTD.

CAFE WISEMAN

will open on
MONDAY, April, 10th.

at their new premises

ST. GEORGE'S BUILDING

Ice House Street

(lately occupied by Messrs. Shewan Tomes Machinery department.)

LANE, CRAWFORD, LTD.

Venus Pencils

The largest selling
Quality Pencil in
the World.

MUSTARD & Co.
Distributors.

The Telegraph.

HONGKONG, 4th April, 1922.

CANTON COMMUNISTS.

We haven't any great love for Communists, nor much use for their theories. But we cannot help thinking that this business of making our flesh creep by translating and sending out for publication the Canton Communists' manifestoes is being a trifle overdone. The motives actuating those who issue these translations are no doubt good, but, after all, may not widespread publication of these documents be the very thing the authors are seeking? The latest manifesto sent us is a typical Communist effusion, the like of which is to be found in circulation in nearly every country nowadays. It berates the "idle capitalists," attempts to show that the chasm between capital and labour is one that cannot be bridged, appeals to the workers to unite, seize the reins of government, confiscate productive properties and force all to work. This is the kind of stuff to which we have all become accustomed in recent years, but just because it emanates from Canton there is no need to get unduly excited about it.

In any case, we don't suppose that the Canton Communists are a very numerous or influential body. The best way to treat them and their manifestoes is to ignore them, and we shall not feel disposed to give publicity to any more of their writings. There is no occasion for hysterics, anyhow. The appeal to workers that they should grip the capitalist by the throat, press their knees upon his chest, use their iron fists to strike his head and break his skull into powder—all that we can pass over as mere figurative speech. We don't suppose even the *Daily Press* would have us read it in a literal sense. These Communist organisations are, as we say, to be found everywhere. Why, there are quite a number of such societies in Great Britain, they issue proclamations just like these Canton ones, and their leaders go crimson in the face shouting their theories from trucks and soap-boxes. But nobody bothers about them. So let's follow the Home lead. Our duty is to spread wholesome doctrines by word and act and allow these ranting theorists to rave at an undisturbed world.

Shanghai Agitators.

Messrs. Butterfield and Swire appear to have been unfortunate of late. They were the victims of a boycott at Amoy in connection with a question in which they were not directly concerned. Now they are suffering from the activities of labour agitators at Shanghai. We referred to this matter the other day, since when further particulars have become available. The application for increased pay was couched in very modest, not to say humble, terms, the petitioners, "with tears in their eyes," imploring an increase to meet increased living costs. Who could doubt the genuineness of such an appeal? However, a fuller statement of the case throws a different complexion upon the matter. The firm's arrangements for handling their cargo are, roughly, as follows:—They employ the services of three contractors or headmen, who in turn provide the required labour, which naturally varies in volume from week to week. For the proper handling of cargo it is necessary that there should be a permanent staff of skilled men, and one of the contractors is responsible for their supply. These are paid a monthly rate of wages by the contractor, and their role is to set the purely casual labourers on the right lines in dealing with the cargo. The other contractors find the additional labour when and as it is necessary, and sometimes this may mean the employment of 2,000 or 3,000 coolies, for instance, when a considerable number of ships are in port. Messrs. Butterfield and Swire pay the contractors at a fixed rate per package or per ton as the case may be, and the contractors in turn pay their employees the current rate of pay. At all times the firm exercises a general supervision over the payment of the coolies with the object of assuring themselves that no cause of discontent or trouble is likely to arise through an attempt to cut their wages, and, in view of the recent trouble in the south, this supervision has been increased of late. No sign of dissatisfaction was visible when the firm received the petition, which, it is significant to note, was unsigned. Inquiries went to show that the document was concocted by a tea-house orator, and it seems that this prompt exposure may end the affair.

Singular Procedure.

A singular case was heard by the Mixed Court at Shanghai last week, when a Chinese was charged with being concerned in an armed robbery. A European detective-sergeant stated that the accused was the leader of a band which had committed very many murders and robberies outside of the Settlement. The Court passed sentence of five years' imprisonment, whereupon the detective-sergeant stated that the prisoner had been handed over by the native authorities upon the distinct understanding that he be returned "upon the completion of the trial." The Court thereupon directed that the accused be handed back, to be returned to the Mixed Court, however, after trial by the native authorities. This procedure furnishes a singular example of battledore-and-shuttlecock, especially considering that the native authorities charge the accused with several capital offences. Apparently the Mixed Court assumes that the prisoner is going to establish his innocence of these.

Press Regulation.

The Chinese Publishers' Association and kindred bodies at Shanghai are very much perturbed over the formality of registering printed matter, which the Municipal Council is again seeking to make the subject of a by-law. So perturbed, in fact, are these Chinese gentlemen that they have published a whole-page advertisement in the *North China Daily News* by way of protest. The regulation is practically identical with that at Home, under which every book, newspaper, pamphlet, or leaflet has to bear the name of publisher or printer, and this is a measure which all sound publications welcome, as it helps to diminish undesirable ones. The Shanghai Council's object is to enable some surveillance on Great Britain, they issue proclamations just like these Canton ones, and their leaders go crimson in the face shouting their theories from trucks and soap-boxes. But nobody bothers about them. So let's follow the Home lead. Our duty is to spread wholesome doctrines by word and act and allow these ranting theorists to rave at an undisturbed world.

DAY BY DAY.

THE WORST PENALTY OF EVIL-DOING IS TO GROW INTO LIKENESS WITH THE BAD; FOR EACH MAN'S SOUL CHANGES ACCORDING TO THE NATURE OF HIS DEEDS. FOR BETTER OR FOR WORSE.—*Plato.*

Commencing Monday, April 10th, and after that date on Thursdays (excluding the 13th inst.) an afternoon dance will be held weekly in the U. S. R. C. Time 4.30-7 p.m. No charge for admission.—*Advt.*

The attention of those who intend being present at the ball in the Prince's Pavilion on Friday night is especially drawn to the notification issued by the Captain Superintendent of Police, which appears on another page.

The attention of our readers is drawn to an advertisement elsewhere regarding the Victoria Recreation Club's "At Home" on April 6th. Tea is to be served; a band will be in attendance and there will be a dance at night.

We have received from Messrs. Kelly and Walsh two copies of the official programme of the Prince's visit. One, with a special gilt cover sells at \$1 and the other, which is less ornate, at 50 cents. There is a portrait of the Prince on each.

As the result of demonstrations by labourers against the money changes in Canton who have been profiting by depreciating the notes of the Provincial Bank, the exchange shops suddenly went on strike yesterday morning. It is reported that the matter is in the hands of the Chamber of Commerce.

By a new Fleet order just issued, the period of foreign commissions has been fixed at two and a half years, this period to be inclusive of the time spent in reliefs waiting for passage, on passage of crews returning home, but in no case is the time from the home port to exceed three years. It is stated in the Fleet order that the change is made for economy and to reduce the number of "crossing reliefs."

Ladies attending this evening's special Kowloon Theatre dance are requested to take with them a needle and thread for a novel purpose that will be disclosed when the evening's revels begin. A needle and thread are small enough to carry, but those who take them will have cause to thank their enterprise when they learn the pleasure possible from their use. Similarly, gentlemen are requested to bring two paper fasteners. Both requests are unusual—but so is the enjoyment offered. The orchestra will be specially augmented and colour will be lent to the scene by the holiday decorations. In this muggy weather, the new bar will of course prove itself a valuable asset.

A special holiday programme has been arranged at the Coronet Theatre for this great week in the Colony's history. The festive spirit everywhere manifest will find added stimulus at the popular little cinema this evening when the feature attraction, "Wedding Bells," will be screened for the first time. With the big draw inevitable from the enjoyment promised and the certain prospect of heavy patronage from the "Renown" the Coronet expects a record week. The main picture is produced by First National, America's leading film makers, and its quality needs no praise. Nor does its acting, since Constance Talmadge plays the leading role and Harrison Ford the principal male part.

In their grandiloquent protest the Chinese associations assert that in England there has never been any such regulation "except in the modified form against which a great Englishman thundered in 1844." The reference is doubtless to Milton's "Areopagitica: A Plea for Unlicensed Printing." Obviously the analogy is fallacious. There is here no question of submitting the publication to a censor; the publisher simply registers and has printed on the publication his name and address, which assists the authorities in tracing seditious mongers, illegal lottery promoters and the like. All papers in this Colony, for example, are subject to such a regulation.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")
The Prince and the Police.

Sir,—In detailing the arrangements of the Prince's visit in your last night's issue, you state that the meeting of the Prince and ex-Service men will be informal and that all will wear must. This is not strictly correct, although there can be no doubt that His Royal Highness intended that it should be so. Ex-Service Members of the Police Force who have expressed a desire to attend the Prince's reception are ordered to parade at the Central Police Station dressed in blue uniform with helmet and side arms and they will be marched down to Government House by the Senior Officer, with a Superintendent in charge of the party. I should like to inform the public that this is not an arrangement made by the ex-Service Members of the Police Force but an order made by the Captain Superintendent of Police. Surely, sir, the Prince's invitation was addressed to all ex-Service men, irrespective of their rank in civil life. Perhaps your readers will be able to explain this order of the C.S.P. The only explanation the members of the Force can offer is that it is to protect the civilian ex-Service men from mixing with policemen at this reception without being aware of their identity. Policemen will all be proud to meet their Prince, either in front of uniform, but they feel very keenly being signalled out by their officers for special treatment on this occasion.

Yours etc.,
ONE WHO RESPECTS THE POLICE.
Hongkong, 4th April, 1922.

"Morning Dress."

Sir,—The "hate" raised by the pink and blue cards is nothing to the dismay occasioned by the order that "morning dress is to be worn" at the Reception on Thursday. I yield to none in my loyalty to the Throne and admiration for H.R.H. as the King's Ambassador, but I stoutly maintain that I can be just as loyal in a perfectly good and cool lounge suit, particularly in this climate, and I feel sure I am voicing the opinion of the majority in asking that this order be rescinded.

Since the war, most of us have become more human, even in the matter of clothing. Lounge suits were good enough in Australasia and H.R.H. would be the first to admit the wonderful reception he received there was not in any way marred thereby.

Enclosing my card.
Yours etc.,
AUSTRALASIAN.
Hongkong, April 4, 1922.

A Boxing Complaint.

Sir,—I shall be glad if you will publish these few lines in your valuable paper. I have been fighting in Hongkong from 1907 up to March "last" year, and during that time I have fought all comers, barring no-one and fighting under six different managements, namely, Dick Whittaker, the V. R. C., Bill Lewis, Jack Devney, "Nobby" Hall and the Hongkong Boxing Association. I think it will be admitted that I have given satisfaction to the public and promoters and have always had the name of a straight, clean and honest fighter. On leaving the Colony for Home leave and to get married, I announced that I would not again enter the ring in public. That decision I mean to keep. On my retirement, I was asked by a few of the real sportsmen whether I would accept a benefit, and this I readily accepted. I fought for what I understood was my benefit, leaving a few days after my last fight for England, thinking that I would receive my benefit proceeds on my return to the Colony. When I did return, I approached Mr. Logan on the subject, and he told me that a certain member of the Committee had quashed the proposal. The result was that I received no benefit at all after the years of sport which I had given the boxing fraternity of Hongkong—not even a wedding present on my return. Then Sir William Rees Davies says: "Wake up, civilians." I think it would have been better and more to the point if he had said: "Wake up, Boxing Association, for so long as the type of sportsman to which I have re-

ILLUMINATED ADDRESSES.

Attractive Pieces of Work.

Some of the illuminated addresses to be presented to H.R.H. the Prince of Wales are now on view at Messrs. Kelly and Walsh's. The address from the British community is on vellum and was printed by Messrs. Kelly and Walsh. The illuminations were done by Mr. H.W. Bird and are in the form of silhouettes. On top of the first page is a view of Hongkong from the harbour, with Chinese junks and a ferry steamer in the foreground. At the bottom is a typical harbour scene, showing junks, sampans and other native craft. On the second page the Kowloon waterfront is shown. It is enclosed in a handsome blackwood and silver portfolio, the work of Mr. Lock Hing, and is a wonderful example of the Chinese blackwood workers' art. Included in the silver mountings is the Prince of Wales' crest and inside the portfolio is a green jade talisman, for good luck. The Chinese community's address is so large that Messrs. Kelly and Walsh are unable to display it. It measures some twenty feet by eight feet and is a valuable and truly wonderful piece of workmanship. The address is on yellow satin, backed with pink silk, beautifully embroidered with dragons, birds, flowers and other figures typical of Chinese art. The Chinese characters are in blue. At either end of the address is a large ivory bar, the one at the bottom being handsomely carved. At the top of the address are two enamelled silver dragons and it is suspended by a solid silver chain from an enamelled silver bird of paradise.

The illuminations on the St. Stephen's Girls' College address—really wonderful work—were done by Miss Mary Ho Tung. The address is a characteristic piece of Chinese art. On one side is a gold dragon, outlined in green, climbing a pine tree. The dragon is supposed to represent His Majesty King George and the pine tree long life. Above the pine tree and below the sea. Coming across the water is a similar but smaller dragon, which is supposed to depict the Prince, and hovering in the sky overhead is a stork, which stands for long life and happiness. In the centre is the address, in Chinese characters. The work is on vellum, mounted by Messrs. Kelly and Walsh on crimson satin. There is an English translation, very neatly done, on another piece of vellum. The whole is to be placed in a blackwood and silver casket.

The casket is in the shape of a blackwood cylinder, mounted at either end with silver, on which are chased dragons and other Chinese designs.

VICTORIA REGATTA.

The V.R.C. Crews.

In connection with the Victoria Regatta, the following crews have been picked:—
Chairman's Challenge Cup:—H. Dreyer (stk.), J. Norgard (3), C. Earnshaw (2), A. H. Mason (bow), F. Tonnochy (Res.), O. Stutz (stk.), I. Ignatieff (3), W. R. Andrews (2), N. A. Shalabanoff, V. Ramsay (Res.), G. May (stk.), E. H. Farrell (2), J. Barntsen (3), F. A. Dixon (Res.), F. Wheeler (Res.), E. J. de H. Moore (stk.), J. M. Braga (3), G. Mogensen (2), F. Schnepel (bow), A. M. de Rocha (Res.).
Chinese Challenge Cup for Junior Fours:—P. A. Dixon (stk.), I. Ignatieff (3), J. M. Braga (2), F. Schnepel (bow), O. Stutz (stk.), W. R. Andrews (3), N. Shalabanoff (2), F. Wheeler (bow), F. Tonnochy and K. Masoo (Res.); C. Earnshaw (stk.), A. H. Mason (3), G. J. A. (2), V. Ramsay (bow).
Lusitano Cup (For Senior Fours):—A. Dreyer (stk.), J. Barntsen (3), G. Mogensen (2), G. May (bow), E. J. de H. Moore (stk.), E. H. Farrell (3), J. Norgard (2), P. A. Dixon (bow).
ferred sits on a committee no good will ever come of it. As you know, the public of Hongkong has always held its head above water in all sports in the past, for in recent years it has always been a civilian who has held the upper hand in boxing, such as Billy Bellow, Bill Lewis, Eddie Stanton, Kid Marriott and myself.
Yours etc.,
P. KERBISON.
Hongkong, April 4, 1922.

TRANS-PACIFIC RECORD.

Still Held by Empress Boat.

In an article on the question of trans-Pacific records, the *Montreal Gazette* of February 8 says—

Claims of Seattle shipping men that the s.s. Pine Tree State, of the U.S. Shipping Board, had broken the trans-Pacific record were dispelled when the actual facts became known. But there was considerable excitement along the Vancouver and Victoria waterfronts over the reported claim of the Pine Tree State to the trans-Pacific record with a run of 9 days and 11 hours from Yokohama to quarantine at William Head. She steamed up Puget Sound with a broken boom at her masthead, indicating that she had broken all records. Reference to the facts, however, indicated that the trans-Pacific record is held by the Empress of Russia of the Canadian Pacific fleet, which crossed from Yokohama to William Head in 8 days 18 hours and 31 minutes. This was on May 30, 1914.

The Empress of Asia made the trans-Pacific run in 8 days 21 hours and 4 minutes, with her arrival on June 30th, 1919.

What record the Pine Tree State broke cannot be ascertained, but the old salts on the waterfront feel that an injustice has been done trying to claim an honour that still belongs to the Canadian Pacific.

Just what time the Empress of Canada will make is not known, but it is expected that the new liner will walk away from all craft on the Pacific Coast. An endeavour was made recently to have the time of the Empress of Russia changed so that she could leave here (Victoria) at the same time as the Silver State and race across the Pacific, but the Canadian Pacific discouraged the move, stating that the safety of the passengers came first and they would not condone racing on the part of their skippers.

But whatever disputes may arise between the Canadian Pacific liners Empress of Russia and Empress of Asia regarding speed, there are few other vessels on the Pacific qualified to take part in the controversy. But it takes time and opportunity to bring this truth home in some instances.

On her previous onward trip, in November, the Empress of Russia added to her already glorious record in a manner which did not come to light until her return to Vancouver. One bright November morning she steamed into Manila from Shanghai. Behind her, on the horizon, was the s.s. Golden State, one of the big new United States Shipping Board liners, operated from San Francisco by the Pacific Mail. The Golden State was also from Shanghai. At that port, as the two big ships lay in the stream together at Woosung, it was said that only one vessel would get to Manila first, and the word passed about the American liner as she weighed anchor was that this ship would be the Golden State. Then they started on the 1,100 mile race to the Philippine port.

There are two routes to Manila from Shanghai down the China coast. The island of Formosa stands in the way of shipping, and vessels must choose on which side to pass it. By the inside channel thirty miles is added to the length of the voyage, but a favourable tide may be enlisted to the aid of the ship. On the outside course, the advantage of the shorter distance is offset by the steady flowing Japanese current from the south, which must be bucked all the way.

The Golden State took the inside passage. The outside passage was the choice of the Empress of Russia. While the wireless operators listened at their posts for news of the rival greyhounds as though for S.O.S.'s.

It is a smart run of two and one-half days to Manila from Shanghai, a pretty distance, and typhoon weather is pretty frequent to bring out the best that liners have in them. During the second night the sky cleared and the sea calmed. Aft abeam from the Empress of Russia, jogging along at 17.9 knots, could be seen the lights of a big ship, seven or eight miles distant. At daylight suspicion deepened into certainty, and the Golden State was revealed, as both vessels closed in to Manila, now three hours distant, churning up the face of the sea three miles ahead. And what had been three miles then became four, and what had been four then became five and so on up the scale until the great vessel, working up to

MOTOR CASES.

To-day's Prosecutions.

Before Mr. R. E. Lindsell, at the Magistracy this morning, the driver of motor car No. 77 was summoned for reckless and negligent driving on the Aberdeen Repulse Bay Road on the afternoon of the 19th ult.

Traffic Inspector Garrod stated that defendant was alleged to have pulled up his car suddenly and commenced to back it whilst driving through Aberdeen village, with the result that he nearly caused a serious collision with another motor car which was following him. Defendant gave no warning whatever before he stopped.

The Magistrate:—Why did he do it?

Inspector Garrod:—I can't say. He had passengers in his car and perhaps he was ordered to stop by them.

Defendant said that before he pulled up his car he lifted up his left hand and afterwards stretched out his right arm as a warning to the car behind him.

Mr. Gordon Yates deposed that at 3.45 p.m. on the 19th, he was proceeding to Repulse Bay in motor car No. 443 through Aberdeen village. He noticed car No. 77 going 30 or 35 yards ahead of him. Opposite the paper mill gates, car 77 suddenly swung across the road, stopped momentarily and then backed. No warning was given, despite the fact that witness's driver sounded his horn. There was just sufficient room for him to pass between the head of car 77 and some trees, but he could not pass then owing to the position in which his car was at the time.

When questioned by the Magistrate as to whether he saw any signals before car 77 stopped, Mr. Yates said that, sitting on the left hand side of the driver as he was, he must have seen defendant if the latter had stretched out his left hand. The hood of car 77 was up.

On being told that defendant's car was a left-hand drive one, his Worship told the defendant that his signals were useless because even if he had stretched out his right arm he would have been obscured by his hood. Defendant was fined \$10.

Other Cases.

Furious driving was the charge against the driver of motor car No. 604. He was alleged to have travelled along Praya West at 12.30 a.m. on the 29th ult. at a speed of 25 miles an hour. Defendant pleaded that he had no recollections of the day in question, but when reminded by the Magistrate that the summons had been served on him within 48 hours of the alleged offence, he admitted the charge. "You admit now?" asked his Worship. "Why did you perjure at first?" \$15.

Sergeant Hallam summoned the driver of motor car No. 482 for the same offence and also for failing to produce his licence. The Sergeant alleged that defendant was driving along Connaught Road West at 12.55 a.m. on the 29th, at a speed of 30 miles an hour. There were a number of coolies working on the praya at that time. Commenting that the speed was double the speed limit, the Magistrate imposed a fine of \$30 for speeding and \$5 for the second count. Defendant had a previous conviction for the same offence in 1920.

In another summons for speeding, against the chauffeur of motor car No. 484, twenty-five miles an hour was the alleged speed. The Magistrate fined defendant \$15.

HARBOUR TRUSTEES' LIABILITY.

After a long litigation the House of Lords has found the Dundee Harbour Trustees liable for the loss of three valuable ships, which were sunk through striking a submerged wreck in the Tay, which the courts have declared was not sufficiently lighted. The value claimed is about £600,000, and though that may be reduced it is evident that the financial loss to the Trust will be heavy enough to cripple it for many years. A comparative small expenditure in lights and buoys would have avoided the whole trouble.

twenty-one knots per hour for a last, tempestuous three hour burst, passed proudly into Manila harbour on a glorious morning with the Golden State ten miles and Shanghai 1,100 miles behind her.

THE PRINCE.

Some Facts of his Career.

In two days' time, Hongkong will be entertaining H. R. H. Prince Edward of Wales, known throughout the world as the most democratic member of any reigning royal family. The Prince is as well liked in distant British possessions—Canada, Australia and New Zealand—as at home, and by his jolly and unassuming manner he overcame traditional American dislike for royalty and won the respect and admiration of the whole nation while on his tour of the United States.

A few facts about our popular Prince will not be out of place at the moment. His Royal Highness was born on June 10, 1894, while his great-grandmother, Queen Victoria, still sat on the Throne. He was christened Albert Edward Christian George Andrew Patrick David. Shortly after his birth his grandfather King Edward VII, succeeded to the throne, leaving the Prince's father heir to the crown. While Prince Edward still was a boy his grandfather died and his beloved father became King.

At 13, Prince Edward passed an examination for the Navy. He continued to qualify for a naval career at Osborne and Dartmouth. At the close of his course in 1911—when he was 17—he was formally invested with the title of Prince of Wales. By request of the Welsh people the ceremony was held on Welsh soil, for the first time since 1816. Shortly after his investiture, H. R. H. entered the navy as a midshipman on H. M. S. Hindustan. He left the navy in 1912 to enter Oxford University. There he was a simple freshman, without privileges.

The Prince's university course was interrupted in its third year by the outbreak of the world war and he was commissioned a lieutenant.

The Prince, it is known, was very keen on seeing actual service in the war, and eventually he was sent to France, in November, 1914, as special aide-de-camp to Sir John French. As a captain on the General Staff, he showed himself a leader of men. Disregarding the safeguards placed around him, he continually ran into danger. Recognition of his valor came in the form of the French Croix de Guerre, personally bestowed by the President of France.

A year after the close of the war the Prince made his trip to Canada and the United States. In both countries he was received with great enthusiasm. In November last, he commenced his present tour, and Hongkong awaits his arrival with eager expectation.

DEALER IN ARMS?

A Woman Fined.

At the Magistracy this morning Mr. F. X. d'Almada defended the mistress of a boat who was charged, before Mr. R. E. Lindsell, with illicit possession of two automatic pistols, one revolver and 50 rounds of ammunition.

Pleading guilty, Mr. d'Almada said that his client had picked up the arms in the course of dredging in the harbour. When Chief Preventive Officer Clarke boarded her boat, defendant foolishly threw the arms overboard.

In reply to the Magistrate, C. P. O. Clarke said that the pistols and revolver were in a serviceable condition. The ammunition fitted the revolver. When defendant discarded the contraband he induced her to recover them. Defendant possessed dredging apparatus. It was possible that she got the arms whilst dredging.

After examining one of the pistols and the revolver, his Worship said he did not believe the defendant's story. "What do you take her to be? A dealer in arms?" the Magistrate asked C. P. O. Clarke.

C. P. O. Clarke:—I don't know. My information was that defendant was just an ordinary boatwoman. The boat was tied to the sea wall in Wanchai when I boarded her. The Magistrate, to Mr. d'Almada:—Possession of arms is a serious matter in these days of armed robberies.

"I agree," replied the defendant's solicitor, "but it is not so serious in the case of a woman." Defendant was fined \$750, or six months' hard labour and the arms were confiscated.

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DAY BY DAY.

Suffering from injuries caused by a circular saw whilst working in a timber yard in Cooke's Street, a carpenter was yesterday removed to the Kwong Wah Hospital. The injuries are stated to be of a serious nature.

Mr. John Currie Hanson, of St. James's Court, Buckingham, S. W., and Shanghai solicitor, who died on Oct. 15, left £36,193. The testator gives:—£15,420 to Shanghai society in trust for Cami Hamada, formerly his Japanese housekeeper, and her daughter, Mary; £15,750 to George Lindsay; £500 to Dr. Barnardo's Homes; £250 each to the Soldiers' and Sailors' Society, and the Officers' Families' Fund; £200 to the Children's Country Holiday Fund.

An alteration in the uniform of chief petty officers, petty officers, and men of the Navy is announced; the sun helmet adopted for their wear in hot climates is to be of a modified pattern, and stocks of the helmet will be sent to all victualling yards abroad as soon as the contractors can supply them. Local purchase of helmets is to be discontinued when the new provision is made, but the existing pattern of cap ribbon retainer can be used with the new helmet. Only ratings dressed as seamen wear cap ribbons on their helmets, other ratings wearing neither ribbon nor puggaree.

Captain Henry E. Grace, who succeeds Commodore William Bowden-Smith, C.B.E., as Commodore-in-Charge at Hongkong, with effect from April 28, joined the Navy in January, 1893, took "firsts" at his examination for lieutenant, which rank he reached in 1896 by special promotion, specialised in gunnery, got the rank of commander in 1906, and captain in the last day of December, 1914. Captain Grace was second in command of the battleship New Zealand when the war opened in 1914, and he served with that ship in the Grand Fleet till he was promoted captain, after which he commanded a light cruiser for some time in the North Sea and elsewhere.

SCHOOL "SICK LIST."

Out of 294,000 L.C.C. school children examined, 113,000 were found to have defects requiring medical treatment.

ANOTHER ROBBERY.

The Latest Dodge.

A new ruse adopted by armed robbers to secure entry into the houses of their intended victims has been discovered from a case that was reported to the police late last night.

On the previous day a man called on No. 84 Woosung Street where a room was advertised to be let, and after some bargaining he deposited \$1 as security for the engagement of the room and departed. At somewhat late hour last night there came a knock at the door of the flat and a female inmate peeped through a crack to see who were outside. She recognised one of them to be the individual who called on the previous day to engage the room and, thinking that their business was legitimate, she opened the door. The four men then came in with a rush and a revolver was brandished in the face of the inmates. They were all bundled into a back room while the robbers went over their valuables and eventually, after fifteen minutes' search, left with jewellery and other property of the total value of \$176.

GERMAN REPARATIONS.

Sir William Noble's View.

Sir William J. Noble, Bart., writing in the Newcastle Chamber of Commerce Journal, states in a striking article that while trade at home is improving, in Europe the outlook is one of almost unredeemed black. Germany is threatened with bankruptcy, and the key to the situation is Germany. The economic point of view at present is more important than the political. What is causing German bankruptcy? She has to pay indemnities on a scale which threatens not only to ruin her national exchequer, but ruin also the countries which demand them. Either Germany can pay, in which case we are the chief sufferers from gifts we do not want, but which we insist on as a matter of budget without recourse to the printing press. The indemnity in the present form must go. That is an economic fact with which we have to reckon, and it is well that public opinion should be prepared for it. It is not a question of politics, and it is to be hoped it will not be allowed to become a party cry. It is a matter of sheer economic expediency. As such it must be recognised.

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CAMERA NEWS



His Holiness Pope Pius XI in his papal robes.



The crew of the Northern Pacific, rescued just a few minutes before the burning ship sank off Cape May.

ROYAL BETROTHAL.



Prince Leopold of Belgium.



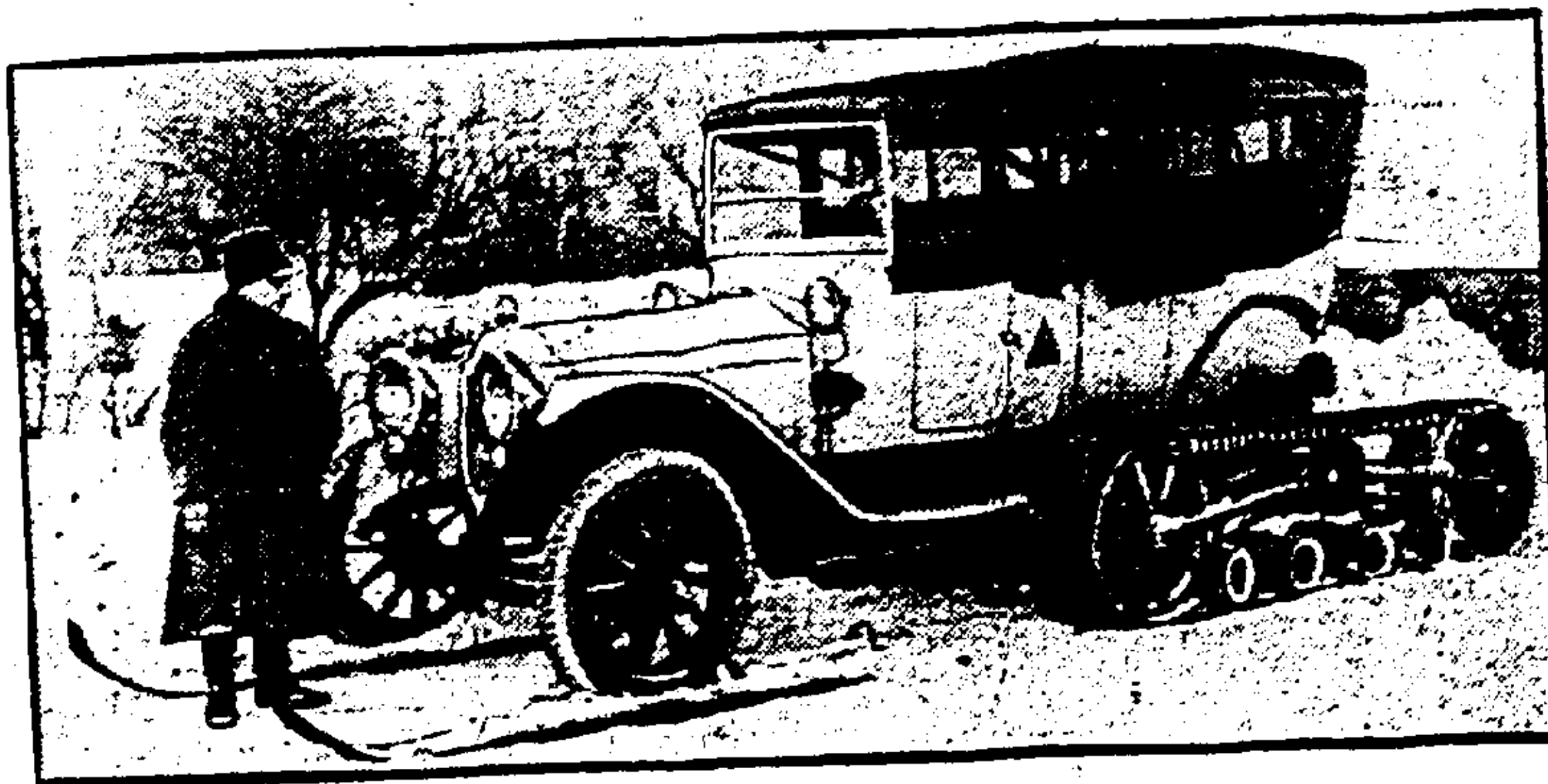
Princess Yolanda of Italy.



Lenin addressing workmen from a truck in Petrograd.



First photograph for which the wife of Lenin, head of the Russian Soviet, ever posed. She aids her husband in directing affairs of state.



This auto sled was especially constructed for Trotsky, the Russian leader. Caterpillar in place of rear wheels push the car along on skids on which the front wheels rest.



Shimidzu, the Japanese tennis player, with his wife.

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Empress of Russia	May 13 June 1	Empress of Britain	June 26 July 3
Empress of Asia	June 15 July 3	Empress of France	July 11 July 18
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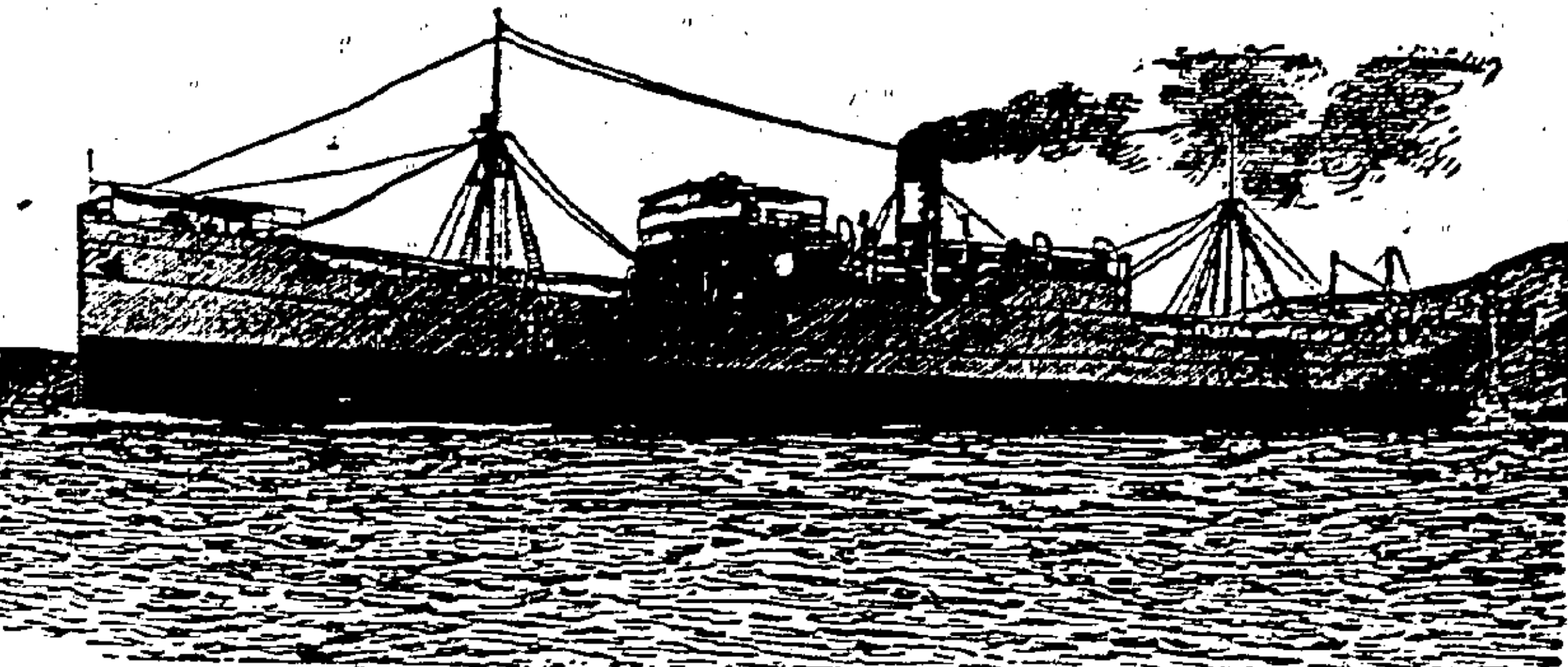
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Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc. M.I.N.A., KOWLOON DOCK, HONGKONG

COMMERCIAL NEWS.

CHINESE SUGAR CO. STOPS.

The Yung Tai Feng Sugar Company, of Chiakiang, has closed its business.

TINPLATE REVIVAL.

During November and December the output of tinplate in England was as great as for any similar period during the war, and a few months before the war. Owing to being able to get down the price, British tinplate is competing successfully in the Canadian market, which for many years has relied almost solely on the American production. These salient points were disclosed by Mr. H. C. Bond deputy chairman of Messrs. Richard Thomas and Co., who control from 20 to 25 per cent. of the tin-plate trade of this country, in the course of an interview with a Press representative.

THE FEBRUARY WAGE OF THE SOUTH WALES MINERS.

The following statement on the South Wales coal trade audit for December, which regulates wages for February, has been issued yesterday by the Monmouthshire and South Wales Coal Owners' Association. After allowing for the cost of standard wages, other costs, and the owners' standard profit of 17 per cent., the certificate shows that the percentage on the 1915 standard base rate which the industry can afford to pay for February is 6.99 per cent. After meeting the cost of the standard wages, other costs, and providing for the owners' standard profit, the surplus available is only 26,538, and under the terms of the national agreement this is divisible in the proportion of 83 per cent. to the workmen and 17 per cent. to the owners. The first change on the industry, however, is the minimum of 28 per cent. on the 1915 standard base rate. The proceeds, however, in December were too small to enable the owners to pay this minimum without the sacrifice not only of their share of the surplus but of the whole of their standard profit for the month of December, plus a further amount of about 246,000. This means that in respect of December the owners are mulcted in a loss under the agreement for not less than 243,000. It is to be pointed out, further, that in that month the workmen benefited by more regular work than any other coalfield in the country, and in December, prior to the Christmas holidays, the average number of days worked was 5.55 per week. Mr. Gibson adds it must be borne in mind that December loses two days in respect of Christmas holidays. This resulted in a decrease in output of between 350,000 and 400,000 tons in the week ending December 31 compared with the average weekly output in the three preceding weeks. Moreover, there was considerable voluntary absenteeism. The number of shifts lost which recently had averaged 47,000 per week increased in the week ending December 24 to 62,000, and in the week ending December 31 to not less than 83,000, excluding the two days' holiday.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
SICILIA	6,700	8th Apr.	Singapore, Colombo & Bombay
NOYARA	6,900	12th Apr.	M's, London & Antwerp
KALYAN	9,000	26th Apr.	M's, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

G. APCAR | — | 5 Apr. 1 p.m. | Calcutta via Singapore and Penang.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA | 6,000 | 12th April. | Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

COLABA | 6,000 | 4th Apr. | Amoy only.
+ Cargo only.

All dates are approximate and subject to alteration without notice WIRELESS ON ALL STEAMERS.

For freight or further particulars please apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

CLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
S.S. "CARNARVONSHIRE"	16th April.
"GLENIFFER"	25th April.
M.V. "GLENAGARRY"	3rd May.
"PEMBROKESHIRE"	18th May.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
M.V. GLENTARA	8th Apr.	GENOA, L'DON, R'DAM, H'BURG.
GLENARIFFE	14th Apr.	GENOA, L'DON, R'DAM, H'BURG.
GLENOGLE	10th May.	GENOA, L'DON, A'WERP, H'BURG.
GLENAPP	15th May.	GENOA, L'DON, R'DAM, H'BURG.
S.S. CARNARVONSHIRE	7th June.	L'DON, HULL, R'DAM, H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	Shanghai	in port	5th Apr.	Batavia direct
Tjisatjap	Java	7th Apr.	15th Apr.	Java
Tjispanas	Java	10th Apr.	14th Apr.	Saigon
Tjisaroem	Java	14th Apr.	—	—

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Java, M's	14th Apr.	16th Apr.	Vancouver
Bintang	Vancouver	21st Apr.	24th Apr.	Java

Through Bills of Lading issued to U.S.A. and Canadian Overland Ports.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada. (For Manila, Kobe & Yokohama)

SUWA MARU ... Thursday, 13th April, at 11 a.m.
(To be transhipped at Kobe into SHIDZUOKA MARU.)
MARSEILLES, LONDON & ANTWERP via Singapore, &c.
KATORI MARU ... Tuesday, 4th Apr. at 11 a.m.
ATSUTA MARU ... Friday, 14th Apr. at 11 a.m.
TAMBURO via LONDON, HULL & ROTTERDAM.
DAKAR MARU ... Friday, 14th April.
LIVERPOOL, via MARSEILLES.
TOYOHASHI MARU ... Second half of April.
SYDNEY & MELBOURNE via Manila, &c.
NIKKO MARU ... Tuesday, 18th April at 11 a.m.
AKI MARU ... Tuesday, 18th May at 11 a.m.

NEW YORK VIA PANAMA.
MAYBASHI MARU ... Friday, 14th April.
NEW YORK via Suva.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Tuesday, 11th April.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Friday, 7th April.

YAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 14th April at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MITO MARU ... (Calling Moji) Tuesday, 4th April.

TOKUSHIMA MARU ... Sunday, 9th April.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON.

S.S. "BOLTON CASTLE" Sailing on or about 5th April.

S.S. "KENDAL CASTLE" Sailing on or about 17th April.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "PERSIA" Sailing on or about 20th April.

S.S. "TRIESTE" Sailing early in May.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" Sailing on or about 5th May.

S.S. "TRIESTE" Sailing end of May.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMONA" Sailing about the end of April.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
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This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Rates. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

City of Calcutta 1st May. M's, L'don, Dunkirk & Antwerp.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or to REISS & Co. Canton.

General Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow Kwongssang	Wed.	5th Apr. at d'light.
SHANGHAI via Swatow Kwongssang	Wed.	5th Apr. at 5 p.m.
SHANGHAI via Swatow Kwongssang	Fri.	7th Apr. at d'light.
MANILA via Swatow Kwongssang	Sat.	8th Apr. at 3 p.m.
SANDAKAN via Swatow Kwongssang	Mon.	10th Apr. at noon.
HAIPHONG via Hoihow Takssang	Wed.	13th Apr. at 8 a.m.
TIENSIN via Swatow Kwongssang	Wed.	13th Apr. at noon.
BANGKOK via Swatow Kwongssang	Wed.	13th Apr. at 10 a.m.
STRAITS & Calcutta via Swatow Kwongssang	Thurs.	20th Apr. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returns from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datta.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chafoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kumsang" will be despatched on or about Thursday, 20th April, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
AMOY, M'LA, CEBU, FILO Taming	...	5th Apr. at 4 p.m.
W'WEL, CHEFOO & T'SIN Shansi	...	5th " at 4 p.m.
TIENSIN	...	6th " at d'light.
AMOY & SHANGHAI	...	6th " at 4 p.m.
PAKHOI & HAIPHONG	...	8th " at 10 a.m.
SWATOW & SINGAPORE	...	8th " at noon.
TIENSIN	...	8th " at 4 p.m.
SHANGHAI & TSINGTAO	...	9th " at noon.
SHANGHAI & PUKOW	...	10th " at noon.
SWATOW & SHANGHAI	...	11th " at 10 a.m.
AMOY & SHANGHAI	...	13th " at d'light.
SHANGHAI & TSINGTAO	...	16th " at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

or Freight or Passage apply to

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. (John Swire & Sons, Ltd.)

AGENTS. Telephone No. 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships	Captain.	Leaving.
Hailong ... F. Gill	...	THURS. 6th Apr. at 11 a.m.
Hailong ... W. C. Pearce	...	SUN. 9th Apr. at 11 a.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR SERVICE

between.

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. SAMARANG MARU Sailing on or about 15th Apr.

For Moji, Kobe & Yokohama.

S.S. CHERIBON MARU Sailing on or about 15th Apr.

For further particulars please apply to—

K. SUZUKI, Manager.

Tel. No. 2206. Second Floor, Prince's Building.

SHIPPING NEWS.

WIRELESS AT SEA.

By request of the Board of Trade the Merchant Shipping Advisory Committee at Home has been conducting an inquiry into the question of the efficiency of Wireless Watchers as required on Class II ships under the Merchant Shipping Wireless Telegraphy Statutory Rules and Orders 1920.

THE LOWER YANGTZE.

Wang Hu, Civil Governor of Kiangsu, has requested the Government's permission to establish a Conservancy Board to deal with river conservancy work in the lower Yangtze (Chkiang and Kiangsu), and points out that the matter should be dealt with locally, and not left in the hands of officials at Peking, unfamiliar with the conditions and not specially interested in the welfare of the local residents. Wang then points out that immediate measures are necessary to protect the farms from the floods which are constantly becoming more dangerous.

TRIALS OF THE "MEI REN."

The s. "Mei Ren" which has been constructed by the New Engineering and Shipbuilding Works to the order of the American-West China Navigation Company for service on the Upper Yangtze, underwent successful trials on March 19. On three runs with the tide and three against it, the "Mei Ren" averaged 14.33 knots, and her general performance was pleasing to her owners and her builders. Her dimensions are as follows: Length, overall, 230 ft.; length between perpendiculars, 194 ft.; breadth moulded, 32 ft. and depth to main deck, 8 ft. She is built of steel to the American Lloyd's requirements, with cutaway bow and tunnel stern, and is divided by means of transverse and longitudinal bulkheads into 16 watertight compartments, four oil-tight compartments and two cofferdams. She has three decks, one mast and one funnel. The main propelling machinery, which was entirely designed and constructed by the builders, consists of a set of triple-expansion inverted surface-condensing engines capable of developing 2,500 h.p.

HAMBURG-AMERIKA AND SAN PIER CO.

We understand, states the Shanghai Mercury, that arrangements have been completed between the local representatives of Hamburg-Amerika Linie and the San Peh Steam Navigation Co., Ltd., regarding the transshipment of cargo arriving from Germany to the up-river ports. The Hamburg Amerika Linie, of course, will be remembered as one of the big German shipping companies which formerly did an extensive business in the Far East, but since the outbreak of the war their hong flag has been conspicuous by its absence from Far Eastern waters. So complete was their organization in pre-war days that they had extended their Europe to China service by the provision of their own steamers on the Yangtze itself. Since the re-entry of German trade into China, the traders of Hamburg, Bremen, and other German ports must have been sadly handicapped by the lack of their strong mercantile marine and it seems certain that their loss in this respect must continue for an extended period in regard to the Far Eastern trade. Of late months, the Japanese shipping companies have taken considerable advantage of the opportunity thus opened for German trade and several of their liners have made Hamburg a regular port of call, with the result that they have acquired quite a large share of the German cargo carrying trade. The N. Y. K. and O. S. K. managements have been particularly prominent in this movement. In Shanghai the re-entry of German trade is being followed, naturally, with very close interest by the entire business community. It has been known for some time past that they have been especially keen on shipping matters. Several well-known ex-members of German shipping hongs have returned to the Settlement and are going about their business quietly and unostentatiously. Now comes the news of the signing of this new contract with the San Peh S.N. Co., Ltd., a Chinese organization with headquarters at Hankow Road, of which Yu Yeh-ching is managing director and Capt. A. Faus, head of the Marine and Store Dept. The up-river trade, of course, is a very large one indeed—or was before the war at all events—and the San Peh steamers will therefore carry the cargo which was formerly transhipped in H.A.L. bottoms.

NOTICE.



A Quarter Deck Counsel—Unanimous decision in favour of

FELUCCA EGYPTIAN CIGARETTES

Possess an individuality and distinction that never fails to charm.

This advertisement is issued by British American Tobacco Co. (China) Ltd.

NOTICE.

VISIT OF H.R.H. THE PRINCE OF WALES—ILLUMINATIONS.

Lanterns and Candles.

The lanterns and candles ordered by Mr. C. Montague Ede have arrived, and Messrs. Lane, Crawford, Ltd., have kindly undertaken to arrange for the distribution of same.

The premises recently occupied by Messrs. William Powell, Ltd., in Wiseman's Building, will be used as the depot for the issue of these lanterns and candles. Purchasers who have already placed orders are requested to send to this depot for their supplies. Further orders may be sent direct to Messrs. Lane, Crawford, Ltd. The depot will be opened on March 28th and remain open until April 5th.

Hours: 9.30 to 12.30 and 2 to 5.

NOTICE.

Illuminations.

Lanterns and candles can now be bought for cash at the depot in the premises recently occupied by Messrs. Wm. Powell, Ltd., in Wiseman's Building. Price:—\$22 for one hundred lanterns and two hundred candles.

Imports and Exports Office—
Hongkong, 1st April 1922

General Holidays.

This Department will be entirely closed on Tuesday the 4th April 1922. It will be open for all purposes till 12 noon on Friday the 7th April 1922. Licensed Warehouses will be entirely closed on those days.

N.L. SMITH,
Superintendent
Imports and Exports.

NOTICE.

Owing to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from April 1st, 1922, on the following descriptions of casual advertisements, namely:—

Government Notifications.
Municipal Notifications.
Official Notifications.
Legal Notices.
Company Notifications.
Association, Club and Society Notices.

This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "Want" advertisements.

FOR HAIPHONG AND HOIHOW.

As in for Hongkong and Haiphong every alternate Tuesday.
The favourite passenger steamer
HAI-MUN.

(Capt. Charles E. Page).
21st March, 4th & 15th April.
Apply Theo. Cook and Son or Po Hing Tai,
115, Wing Lok Street.

NOTICE TO CONSIGNEES.

THE NORWEGIAN AFRICA & AUSTRALIA LINE
S.S. "BONNA"

From SCANDINAVIAN PORTS.

Consignees of cargo by the above steamer are hereby notified, that the cargo landed at Shanghai, owing to the Strike, has now been returned to Hongkong by the steamers "Shantung" and "Sinkiang", and is stored at Hoi's Wharf.

Consignees are requested to make the necessary arrangements respecting delivery.

THORESEN & CO.
Agents,
Hongkong, 30th March, 1922.

YOKOHAMA AND THE PRINCE.

Indian Residents' Address of Welcome.

The Yokohama Municipality is going to present the Prince of Wales with a beautiful lacquered cabinet. The work of designing and making the cabinet has been entrusted to Mr. Akatsuka Jiteku, a noted artist.

The cabinet, which will be of gold lacquer covered with gold and silver designs, is to be one foot high, one and two-third feet wide and eight inches deep. The presentation will be made at the Akasaka Palace by the Mayor.

It is reported that the Indian residents of Yokohama will present an address of welcome to His Royal Highness. The address will be enclosed in a silver case.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 9.00 a.m.	" " "
9.00 a.m. to 10.00 a.m.	" " "
10.00 a.m. to 11.00 a.m.	" " "
11.00 a.m. to 12.00 p.m.	" " "
12.00 p.m. to 1.00 p.m.	" " "
1.00 p.m. to 2.00 p.m.	" " "
2.00 p.m. to 3.00 p.m.	" " "
3.00 p.m. to 4.00 p.m.	" " "

NIGHT CARS.

8.30 p.m. to 10.00 p.m.	Every 15 min.
10.00 p.m. to 11.30 p.m.	" " "
11.30 p.m. to 12.00 a.m.	" " "

SATURDAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 9.00 a.m.	" " "
9.00 a.m. to 10.00 a.m.	" " "
10.00 a.m. to 11.00 a.m.	" " "
11.00 a.m. to 12.00 p.m.	" " "
12.00 p.m. to 1.00 p.m.	" " "
1.00 p.m. to 2.00 p.m.	" " "
2.00 p.m. to 3.00 p.m.	" " "
3.00 p.m. to 4.00 p.m.	" " "

SUNDAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 9.00 a.m.	" " "
9.00 a.m. to 10.00 a.m.	" " "
10.00 a.m. to 11.00 a.m.	" " "
11.00 a.m. to 12.00 p.m.	" " "
12.00 p.m. to 1.00 p.m.	" " "
1.00 p.m. to 2.00 p.m.	" " "
2.00 p.m. to 3.00 p.m.	" " "
3.00 p.m. to 4.00 p.m.	" " "

NIGHT CARS.

As on Week Days.

SPECIAL CARS.

By arrangement at the Company's Office, ALEXANDRA BUILDING, ONE WING ROAD.

HOTELS.

HONGKONG HOTEL

PEAK HOTEL

REPULSE BAY HOTEL

Hongkong Hotel Co., Ltd.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373 Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL
KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents
Are resident Managers.

PALACE HOTEL, KOWLOON.

Tel. No. 43 Tel. Add. Palace.
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong.
A first class Hotel at every respect and under English management.
Cuisine under personal supervision of the Proprietor.
Lounge, Bar and Billiard Room.
Terms Moderate.
Special arrangements for families on application to
J. H. OXBERRY,
Proprietor.

EXCHANGE.

Opening Rate: closing Rate
on Page 11.

SELLING.

HT Demand	2/5 1/2
10 d/s	2/5 1/2
30 d/s	2/5 1/2
4 m/s	2/5 1/2
HT Shanghai	Nom.
HT Singapore	105 1/2
HT Japan	113 1/2
HT India	193 1/2
Demand, India	—
HT San Francisco	54
& New York	—
HT Java	144 1/2
HT Marks	Nom.
HT France	5 9/16
Demand, Paris	—

BUYING.

1 m/s. L/C	2/6 1/2
1 m/s. D/P	2/6 1/2
5 m/s. L/C	2/6 1/2
30 d/s. Sydney and Melbourne	2/7 3/4
30 d/s. San Francisco & New York	56
4 m/s. Marks	Nom.
1 m/s. France	6.35
5 m/s. France	6.50
Demand, Germany	—
Demand, New York	54 1/2
HT Bombay	—
Demand, Bombay	193 1/2
HT Calcutta	—
Demand, Calcutta	193 1/2
On Yokohama	113 1/2
Demand, Manila	109 1/2
Demand, Singapore	106 1/2
Demand, Batavia	144 1/2
On Haiphong	Nom.
On Bangkok	84 3/4
Sovereign	—
Sold leaf per Tael	33 3/4
34 Silver, ready	33 3/4
forward	33 3/4
Bank of England rates	4 1/2 %
New York/London	4.38 3/4

SUBSIDIARY COINS.

H'kong 50 ct. pieces	par
10 "	par
5 "	4 1/2 % dis.
Canton sub. coins	17 1/2 % dis.
Hongkong April 4, 1922.	—

HIGHER CARLISLE DRINK STATISTICS.

Convictions for drunkenness last year in the Carlisle city area of the Government's liquor trade experiment totalled 154, compared with 136 in 1920 and 78 in 1919.

WEATHER REPORT.

April 4d. 10b. 53m.—Pressure has increased considerably at Weihaiwei and moderately at Shanghai. It has decreased moderately at Vladivostok and is nearly stationary at other reporting stations.

An anticyclone has formed over N. China.

The monsoon will set in again, temporarily, along the S.E. Coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 11.84 inches, against an average of 6.53 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	S.E. to N.E. winds, moderate; overcast, some rain.
2 Formosa Channel	Variable winds, freshening from N.E.
3 South coast of China between H.K. & Lamocka.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

T. F. CLAXTON, Director.

H.K. Observatory, April 4, 1922.

METEOROLOGICAL.

Previous Day	on date.	on date.
Barometer	29.71	29.77
Temperature	80	74
Humidity	77	95
Wind Direction	SSW	CALM
Wind Force	4	0
Weather	ov	of
Rain	0.00	0.00
Highest open air	—	—
Temperature on the	3rd	82
Lowest open air	—	—
Temperature on the	4th	74

T. F. CLAXTON, Director.

H.K. Observatory, April 4.

ENTERTAINMENTS.

THE CORONET

To-day at 2.30, 5.15, 7.15 and 9.15

CONSTANCE
TALMADGE

in
"WEDDING
BELLS."

A First National Attraction.

KOWLOON THEATRE

TO-NIGHT

SPECIAL
NOVELTY
DANCE.

Tickets, at Montries, 5s.

Best floor in the Colony.



Hongkong's Most Modern Picture Palace. Entirely Under British Management.

TO-DAY at 5.15 p.m. and 9.15 p.m.

DOROTHY GISH

THE HOPE CHEST

A Story of A Poor Little Girl Who Married The
Son of A Millionaire and Made A Man of Him.

2.30 and 7.15 p.m.

BEN WILSON & NEVA GERBER in "BRANDED FOUR"
Episodes 8 and 9.

Usual Prices. BOOKING AT THE THEATRE.



SOLE AGENT.

MITSUI BUSSAN KAISHA, LTD.,
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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Tonpinyoko, from Osaka.
Chinwamara, from Amoy.
Niptrade, from Osaka.
Ying c/o Chow 131 Connaught Road, from Shanghai.
Lirupak, from Shanghai.
Kintak, from Amoy.
Kiantet, from Amoy.
Zungsonfau, from Shanghai.
Washingse Kachangchiao, from Shanghai.
Tacktai, from Amoy.
Kwokching Shuwotong Queens Road, from Chefoo.
Onkee, from Amoy.
Taksinghong, (2) from Shanghai.
0578, from Ningpo.
Powchhai, from Kobe.

TH. KRING,
Superintendent
Hongkong, Mar. 30, 1922.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

21020/19th, Boengie, from Sydney.

16502/23rd, Cuming Stgeorges Lodge Kennedy Road, from Perthwa.

21019/29th, Pasting, from Harbin.

20766/29th, Hala, from Bangkok.

18928/23rd, Kremlin, from Londonpe.

17474/44th, Romanna, from Manila.

19053/27th, Rosa Wardly, from Macao.

14720/21st, Weymouth Ralph from Harbinbo.

M. E. F. AIREY,
Superintendent
Hongkong, Mar. 30, 1922.

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